

PLANNING REPORT

INTERIM ADDENDUM

for **“SEASIDE”**

**..... a residential and commercial condominium
development ... in Port Glasgow**

Lot 6 (part), Concession XIV

Municipality of West Elgin

County of Elgin



Prepared by:

Kirkness Consulting Inc. - Urban and Rural Planning

Biologics Ltd. -- Aquatic and Terrestrial Ecosystem Planners

Sco-Terra Consulting Group Limited

July 2014



July 10, 2014

Steve Evans
County Planner
County Administration Building
450 Sunset Drive
St. Thomas, ON

W. Armstrong, MES
Regional Environmental Planner
Southwestern Region
Ministry of the Environment
733 Exeter Road, London, On, N6E 1L3

Re: Applications for Draft Plan of Subdivision and Condominium by Seaside Waterfront Inc. Port Glasgow, West Elgin, and submission of the **PLANNING REPORT INTERIM ADDENDUM**, as part of the “integrated” Planning and environmental assessment approval processes (section A2.9) EA Act.

Dear Sirs:

As per our conversation earlier today, please find attached the PLANNING REPORT INTERIM ADDENDUM. The Addendum is a partial response to the MMAH collective agency comments of November 3, 2011. Section 1 of the Addendum explains the context more fully. The Addendum is also “interim” and finalization is expected to occur after the July 21st, 2104 agency meeting hosted by MOE on the Environmental Assessment Phase 2 work completed by Sco-Terra Consulting Group Limited, Civil and Environmental Engineers for Seaside. A Final Addendum is anticipated. It would be appreciated if this document could be reviewed and discussed at the end of the July 21, 2014 meeting, such that the planning and the environmental assessment can move forward together. Thank you.

Respectfully,
Kirkness Consulting Inc., Urban and Rural Planning

Per: Laverne Kirkness BES.RPP.MCIP.

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1.0 Introduction and Context

The PLANNING REPORT INTERIM ADDENDUM is one of three documents to update and move forward through the approval processes, the applications (draft plans of subdivision and condominium) by Seaside Waterfront Inc., for a new residential community development at Port Glasgow located in the Municipality of West Elgin, County of Elgin. The other two documents which are and will be under separate cover are:

- Environmental Assessment (EA) – for waste water treatment and storm water management.
- Environmental Impact Statement (EIS) Update – to accompany the EA measuring the impact of natural heritage of the preferred locations for the above two facilities.

Seaside Waterfront Inc. – referred to as “Seaside”, has been planning and applying to obtain development approvals of the development since 2007. In April 2011, three development applications, three supporting Reports and a Technical Appendix were submitted to the Ministry of Municipal Affairs and Housing (MMAH). These were:

1. An application for a draft plan of subdivision - DPS
2. An application for a draft plan of condominium (common elements) - CEC
3. The associated amendment to the Zoning Bylaw (ZBA) to the Municipality of West Elgin. (WE).
4. Planning Report – Port Glasgow – Seaside Waterfront Inc. by Kirkness Consulting Inc. and RKL A Inc. – April 2011
5. Functional Servicing Report by Sco-Terra Consulting Group Limited, April, 2011
6. Environmental Impact Study – Biologics Environmental Planners, April 2011
7. Background Technical Studies - Appendix – April 2011

Seaside’s vision was to develop a traditional seaport village (as its name calls out for ..) on its holding of approximately 24 ha (60 acres) that would comprise two residential neighbourhoods, a village centre along the southerly part of Havens Lake Road, a community centre, abundant open space, including the Sixteen Mile Creek valley lands and two main entrances (Havens Lake Road and Furnival Road) . Quantitatively, it would comprise 322 Residential dwelling units, a Residential population of approximately 715, and Commercial floor space of 4320 m² (46,500 sq. ft.). The Gross Residential Density would be $322 \text{ units}/23.29 \text{ ha} = 13.8 \text{ units per hectare}$. The Net Residential Density would be $322 \text{ units}/13.9 \text{ ha} = 23.2 \text{ units per hectare}$ (including residential lots and blocks, commercial blocks, community centre, walkways and servicing blocks and roads). Over half of the area would be open space. The Seaside holding assumes the inclusion of the lands surplus to the Havens Lake Road ultimate right-of-way.

On November 2011, the “approval authority” at the time being the MMAH issued a letter and a table in response providing a collective response from the circulated agencies. **The letter and table are provided in Appendix 1. The table has been modified to include a brief “response” by the Seaside development team – in the most right hand column. It is to be read in conjunction with this Addendum and the EA and EIS update reports, referred to above. It is a partial response only as the EA, the EIS update and this Report provide the complete response.**

With the passage of time – 2.5 years – certain events and initiatives have taken place that cause some of the comments to be non-applicable. The table response describes this. For example:

- the County of Elgin Official Plan prepared, adopted and gained Provincial approval, that transferred “approval authority” of land use planning instruments for the lower tier municipalities from the MMAH to the County.
- Seaside initiated an EA for waste water and storm water facilities to serve the Seaside development.

One of the major concerns of the Seaside proposal was that it lacked conformity with the old or new Official Plan of West Elgin because there was an insufficient land use planning policy framework upon which to evaluate this very significant development.

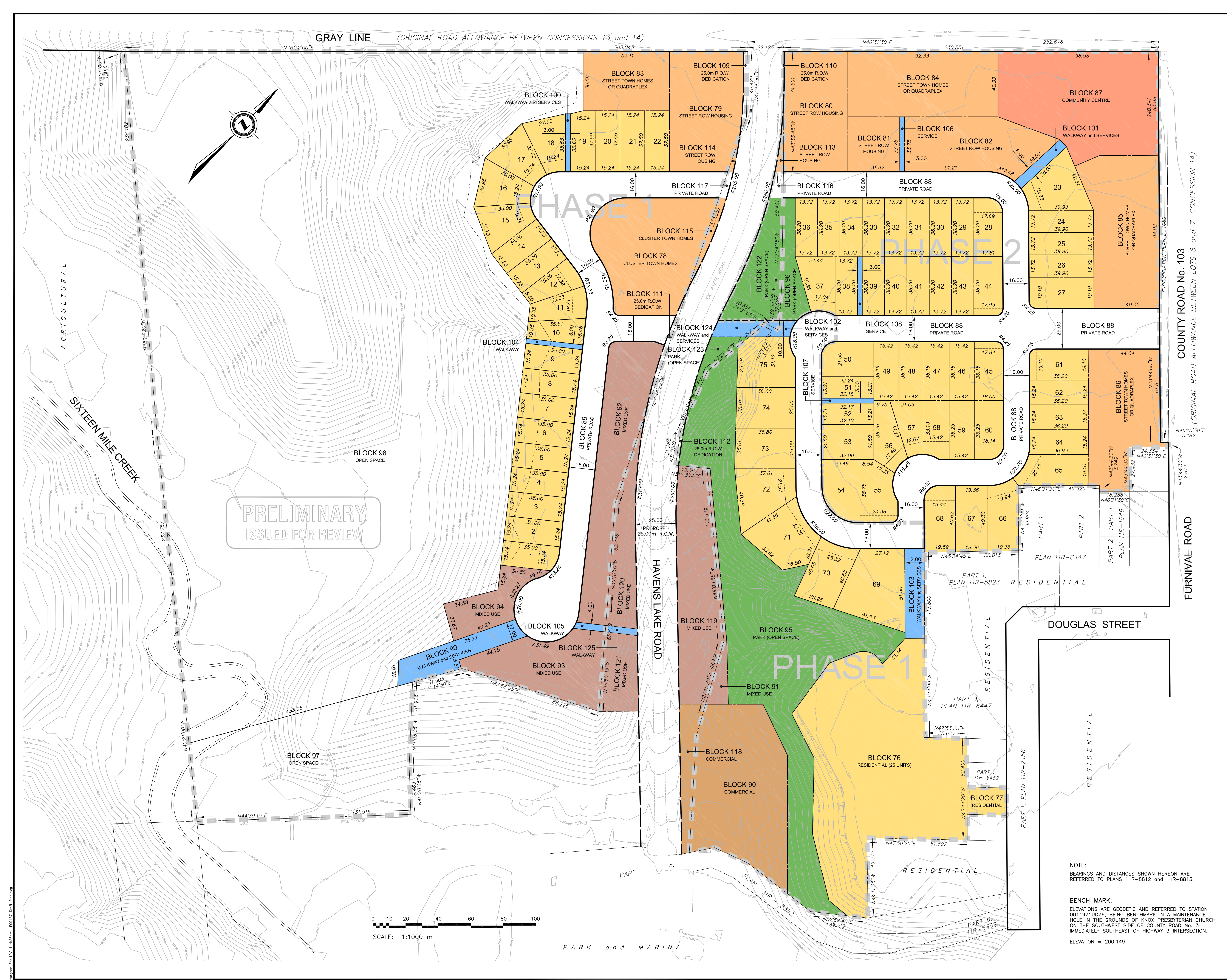
Therefore, West Elgin prepared a Secondary Plan during 2012-13 and adopted it April 2013. The OMB, as part of resolving a Seaside appeal to the new Official Plan approved the Secondary Plan in August 2013.

2.0 Seaside’s New Community in Port Glasgow

Seaside’s latest proposal has not changed significantly from the beginning in 2007. Seaside’s vision remains constant. Seaside proposes to develop a traditional seaport village that would comprise two residential neighbourhoods, a village centre along the southerly part of Havens Lake Road, a community centre, abundant open space, including the Sixteen Mile Creek valley lands, and two main entrances (Havens Lake Road and Furnival Road).

Figure 1 illustrates the Daft Plan of Subdivision that proposes mostly refinements to the original plan submitted in 2011. Table 1 sets out the components and quantities of development. The Seaside total projected population of 822 people equals about 15% growth based on the current total population of West Elgin at 5464. It would be the third largest settlement area in West Elgin with West Lorne at 1800 and Rodney at 1225 persons. The 822 persons would be accommodated in 394 dwellings comprising single semis, townhomes, quad apartments and apartments over commercial storefronts.

Figure 1 – Draft Plan of Subdivision – Presentation – colour
as now proposed by Seaside



BLACKS ROAD

MCCOLL ROAD

TALBOT LINE

AGRICULTURE GRAY LINE

SILVER GRAY LINE

NEW GLASGOW

AGRICULTURE

AGRICULTURE & RESIDENTIAL

FURNIVAL ROAD

PORT GLASGOW

LAKE ERIE

AGRICULTURE

MORTLE ROAD

SUBJECT LANDS

KEY PLAN

DRAFT PLAN OF
PROPOSED SUBDIVISION

PART OF LOT 6 CONCESSION 14
(GEOGRAPHIC TOWNSHIP OF ALDBOROUGH)
MUNICIPALITY OF WEST ELGIN
COUNTY OF ELGIN

LAND USE SCHEDULE

LOTS / BLOCKS	LAND USE	PARCELS	AREA
LOTS 1 to 75	RESIDENTIAL	75	4.7508 Ha
BLOCK 76	RESIDENTIAL (25 UNITS)	1	1.0926 Ha
BLOCK 77	RESIDENTIAL	1	0.0410 Ha
BLOCK 78	CLUSTER TOWN HOMES	1	0.4266 Ha
BLOCKS 79 to 82	STREET ROW HOUSING	4	1.0002 Ha
BLOCKS 83 to 86	STREET TOWN HOMES OR QUADRAPLEX	4	1.2959 Ha
BLOCK 87	COMMUNITY CENTRE	1	0.5713 Ha
BLOCKS 88 and 89	PRIVATE ROAD	2	2.1693 Ha
BLOCK 90	COMMERCIAL	1	0.5367 Ha
BLOCKS 91 to 94	MIXED USE	4	0.8028 Ha
BLOCKS 95 and 96	PARK (OPEN SPACE)	2	1.1787 Ha
BLOCKS 97 and 98	OPEN SPACE	2	9.5147 Ha
BLOCKS 99 to 103	WALKWAY and SERVICES	5	0.2285 Ha
BLOCKS 104 and 105	WALKWAY	2	0.0181 Ha
BLOCKS 106 to 108	SERVICE	3	0.0306 Ha
BLOCKS 109 to 112	25.0m R.O.W. DEDICATION	4	0.0309 Ha
SUBTOTAL:		112	23.6887 Ha

SURPLUS LANDS:

BLOCKS 113 and 114	STREET ROW HOUSING	2	0.0125 Ha
BLOCK 115	CLUSTER TOWN HOMES	1	0.0200 Ha
BLOCKS 116 and 117	PRIVATE ROAD	2	0.0177 Ha
BLOCK 118	COMMERCIAL	1	0.0794 Ha
BLOCKS 119 to 121	MIXED USE	3	0.5942 Ha
BLOCKS 122 and 123	PARK (OPEN SPACE)	2	0.2061 Ha
BLOCK 124	WALKWAY and SERVICES	1	0.0305 Ha
BLOCK 125	WALKWAY	1	0.0078 Ha
SUBTOTAL:		13	0.9682 Ha
TOTAL:		125	24.6569 Ha

REQUIREMENTS UNDER SECTION 51(17) of the PLANNING ACT

D) PROPOSED USES: RESIDENTIAL
E) ADJOINING USES: RESIDENTIAL, AGRICULTURAL, PUBLIC LANDS, FUTURE DEVELOPMENT (SEE PLAN AND KEY MAP)
H) WATER SUPPLY: MUNICIPAL
I) SOILS: CLAYEY SILT TILL
J) MUNICIPAL SERVICES: PRIVATELY OWNED SANITARY TREATMENT SYSTEM, SWIM POND
L) NONE

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE THE SUBMISSION OF THIS DRAFT PLAN OF SUBDIVISION

HOWARD CULLIGAN, PRESIDENT
SEASIDE WATERFRONTS INC.

DATE

SURVEYOR'S CERTIFICATE

WE HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THE PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

KENNETH J. KETCHUM, O.L.S.
MTE OLS LTD., ONTARIO LAND SURVEYORS

DATE

NOTE:

BEARINGS AND DISTANCES SHOWN HEREON ARE REFERRED TO PLANS 11R-8812 and 11R-8813.

BENCH MARK:

ELEVATIONS ARE GEODETIC AND REFERRED TO STATION 0011971U076, BEING BENCHMARK IN A MAINTENANCE HOLE IN THE GROUNDS OF KNOX PRESBYTERIAN CHURCH ON THE SOUTHWEST SIDE OF COUNTY ROAD NO. 3 IMMEDIATELY SOUTHWEST OF HIGHWAY 3 INTERSECTION.

ELEVATION = 200.149

Land Development
Municipal Engineering
Water and Wastewater Infrastructure

Alternative Energy
Environmental Assessment
Water Resources Engineering

SCO-TERRA

CONSULTING GROUP LIMITED

321 DUFFERIN AVENUE, LONDON, ONTARIO, CANADA N6B 1Z3
Tel: (519) 434-0278 Fax: (519) 434-8820 e-mail: info@scoterra.com

DATE: FEBRUARY 2014

SCALE: 1:1000m

DRAWN: RT

PROJECT No.: E-09457

CHECKED: RJP

DWG. No.: -

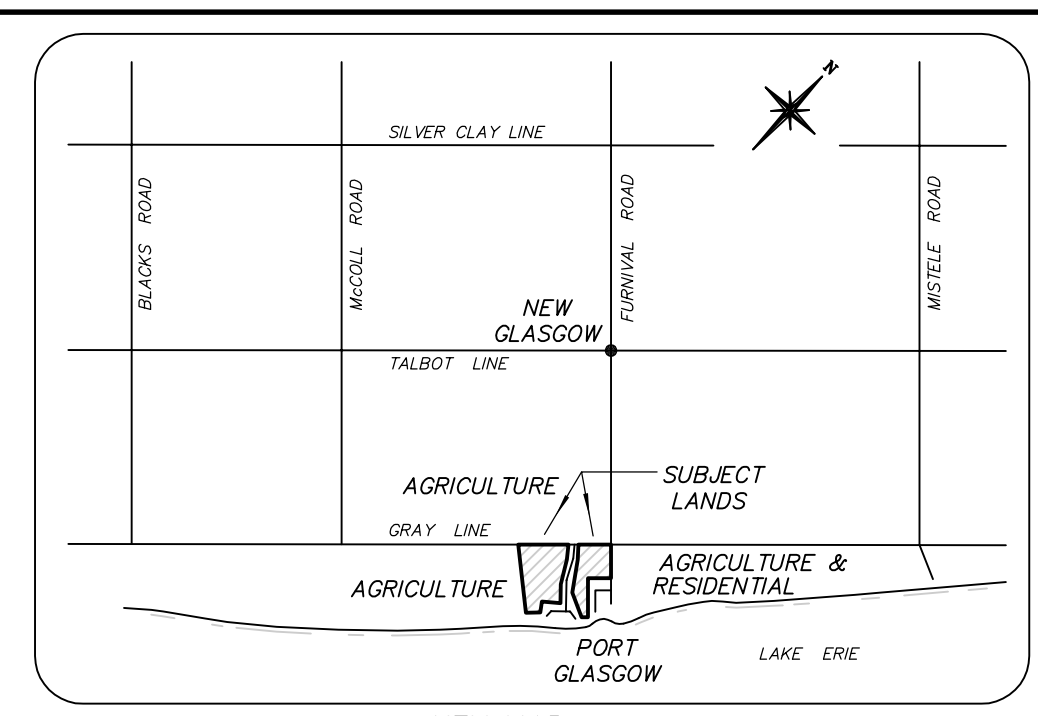
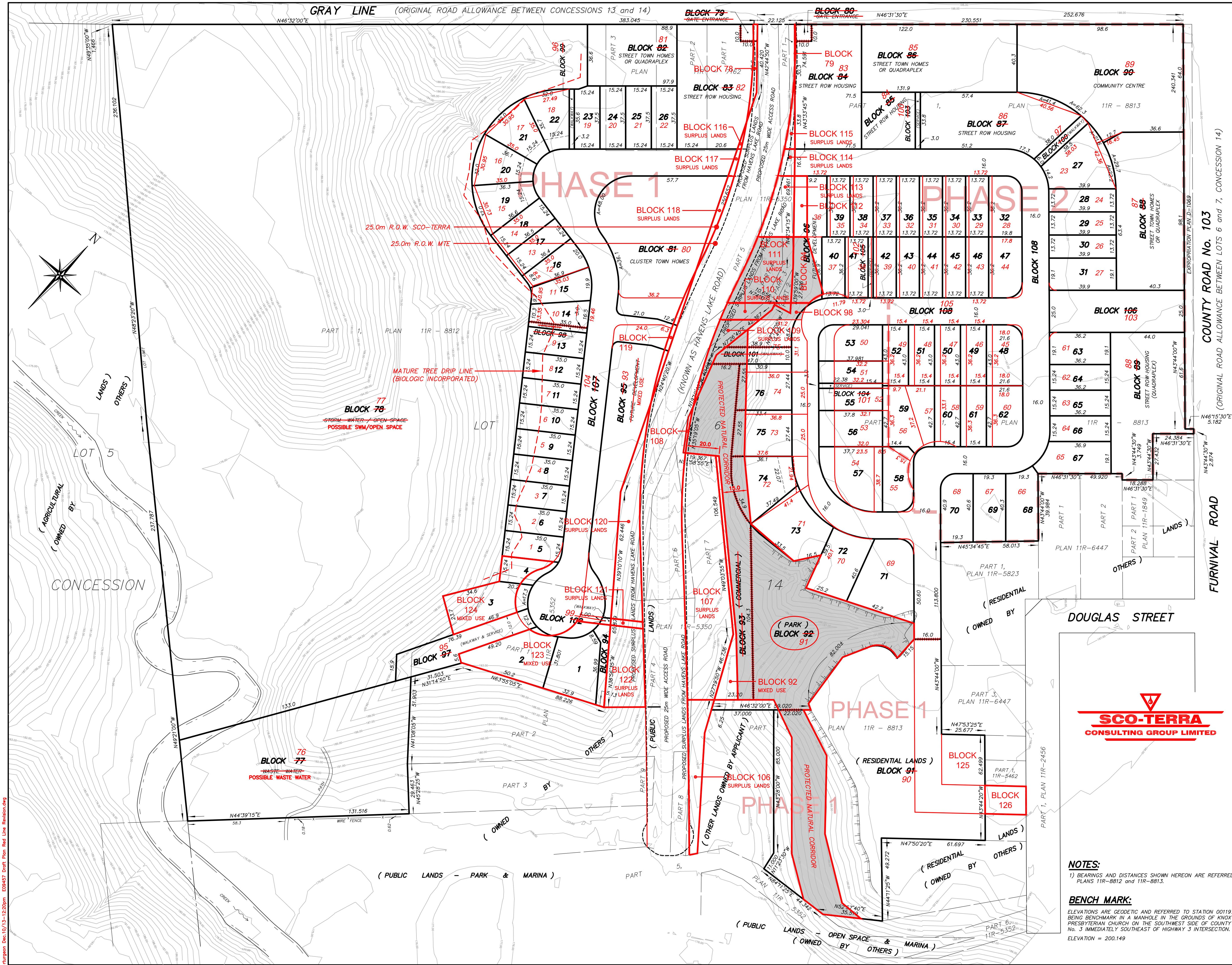
Since filing Draft Plan of Subdivision and Condominium applications with the MMAH (Planning Approval Authority) in April 2011, Seaside's Draft Plan of Subdivision has been modified (redline revisions) in relation to:

- Provincial Agency comments received in November 2011;
- Site visits initiated by Seaside in December 2011 with MMAH, MNR, LTVCA and West Elgin;
- Endangered Species Act regulatory changes;
- Port Glasgow Secondary Plan completed in June 2013 (approved by OMB Order dated August 16, 2013);
- Proposed conveyance of the Havens Lake Road surplus lands to Seaside by the Municipality of West Elgin;
- Removal of preliminary servicing blocks (locations) pending determination of preferred solutions for stormwater and wastewater servicing through completion of this Municipal Class EA.

Table 1 - Development Distribution – Residential Population and Commercial Uses			
Location	Residential	Density	Design Population
Lots 1 to 75	Single Detached	75 units @ 3 ppu	225
Blocks 78 to 86	Quads / Townhouses	162 units @ 2 ppu	324
Blocks 91 and 92	1 Bedroom Apartment Units	56 Units @ 1.5 ppu	84
Block 90	1 Bedroom Apartment Units	40 Units @ 1.5 ppu	60
Block 76 - Tableland	Single Detached	25 units @ 3 ppu	75
Block 93 and 94 - Tableland	Live-Work Units	36 units @ 1.5 ppu	54
	Total	394 units	822
Location	Commercial	GFA (Retail-Office)	Restaurant Uses
Blocks 87	Recreation Centre	838 m ²	-
Blocks 91 to 93	Mixed Use - HLR	3,600 m ²	300 Seats
Other	Commercial - HLR	500 m ²	150 Seats
	Total	4,938 m²	450 Seats

The Draft Plans of Subdivision and Condominium will continue to be refined as the integrated Class EA for stormwater and wastewater servicing progresses, with due regard for First Nations, Public and Agency consultation.

Figure 2 – Redline changes from the Original Draft Plan



INTERIM REDLINE DEC. 10, 2013
DRAFT PLAN OF PROPOSED SUBDIVISION

OF PART OF
LOT 6
CONCESSION 14
(GEOGRAPHIC TOWNSHIP OF ALDBOROUGH)
NOW IN THE
MUNICIPALITY OF WEST ELGIN
COUNTY OF ELGIN

SCALE 1:1000
0 40 60 METRES

MTE OLS LTD.
ONTARIO LAND SURVEYORS

METRIC: DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

SCHEDULE OF LAND USE

LOTS/BLOCKS	LAND USE	# UNITS/PARCELS	AREA (ha)
LOTS 1-75, BLOCKS 112 113 125	RESIDENTIAL	78	4.899
1. BLOCK 76	WASTE WATER	1	0.868
2. BLOCK 76-77	(STORM WATER / OPEN SPACE)	1	8.647
3. BLOCK 76-77	(STORM WATER / OPEN SPACE)	1	8.647
4. BLOCKS 76 & 80 108 119	(GATE ENTRANCE) R.O.W. DEDICATION	4	0.032
5. BLOCKS 81-89 115 116 118	ROW HOUSING	9	2.751
6. BLOCK 90-89	(COMMUNITY CENTRE)	1	0.559
7. BLOCK 90-90	(25 UNITS) RESIDENTIAL (OPEN SPACE)	1	0.801
8. BLOCK 92 91	93 107 120 122	1	0.541
9. BLOCK 92 123 124	MIXED USE - COMMERCIAL	1	1.394
10. BLOCKS 94-96 94 109 111	(FUTURE DEVELOPMENT) OPEN SPACE	3	0.208
11. BLOCK 97 95 96 97 98 110	WALKWAYS & SERVICES	5	0.200
12. BLOCKS 98-102 99 121	WALKWAYS	2	0.010
13. BLOCKS 103-105	100 101 102	3	0.031
14. BLOCKS 106-108	(PRIVATE ACCESS)	6	2.534
TOTAL		108	23.290

BLOCKS 106	COMMERCIAL	1	0.079
TOTAL		127	24.153

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT

- D - PROPOSED USES: RESIDENTIAL
- E - ADJOINING USES - RESIDENTIAL, AGRICULTURAL, PUBLIC LANDS, FUTURE DEVELOPMENT-SEE PLAN AND KEY MAP
- H - WATER SUPPLY: MUNICIPAL
- I - SOILS: CLAYEY SILT TILL
- K - MUNICIPAL SERVICES: PRIVATELY OWNED SANITARY TREATMENT SYSTEM, STORM PONDS PER SITE PLAN
- L - NONE

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE THE FIRM OF McNEIL SURVEYING LIMITED TO SUBMIT THIS DRAFT PLAN OF SUBDIVISION.

SEASIDE INC.

I HAVE THE AUTHORITY TO BIND THE CORPORATION

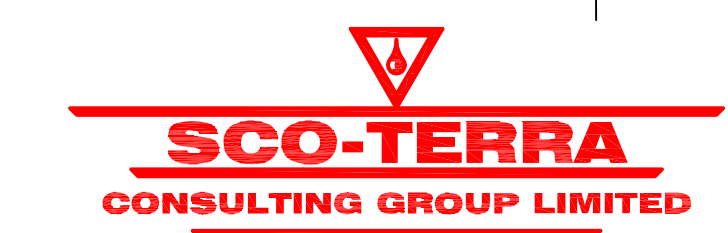
HOWARD CULLIGAN
PRESIDENT

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE _____ KENNETH J. KETCHUM
ONTARIO LAND SURVEYOR

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ONTARIO LAND SURVEYORS
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Drawn By: C. O'LEARY Checked By: K. KETCHUM, O.L.S. File No: 9745-8 (L)



NOTES:
1) BEARINGS AND DISTANCES SHOWN HEREON ARE REFERRED TO PLANS 11R-8812 AND 11R-8813.
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Seaside proposes the following significant features in the new Port Glasgow Seaside community:

- a significant **residential development of two neighbourhoods** upon the table land area East and West of Havens Lake Road;
- a “**village centre**” commercial area along the southerly part of Havens Lake Road being focal point would include retail shops and restaurants, cafes, boutiques and other local and tourist service uses. Residential apartment dwellings in apartment form would be over the storefronts. The buildings proposed would be of two and three-story height, with commercial on the ground floor and residential dwellings on upper floors. The Village Centre would build upon the natural features of the Lake and large sandy beach and 16 Mile Creek valley lands to enhance investment, tourism and employment. The urban design and architecture would follow a “traditional Village” theme.
- out from the Village Centre would be a variety of low and medium residential densities from single detached to low rise multiple attached dwellings together with **parks, trails, boardwalks, beaches, and major areas of conserved and protected natural open space.**
- On the lands closer to Lake Erie and west of Douglas Line would be a low rise residential development of attached and detached residences of about 10 units on the table land and on the westerly slope.
- An **open space corridor** is proposed along the on the east side of Havens Lake Road, including the ravine from upper Havens Lake Road through to the Marina;
- The **Street Network of internal roads** is proposed to be mostly 16 m wide private rights-of-way. These streets would be private streets owned and maintained by the Condominium Corporation;
- **At the intersection of Furnival Road and Gray Line would be a Community Centre** , with neighbourhood commercial uses, comprising a full indoor and outdoor recreation centre of swimming pool, tennis court, squash and racquet ball courts, fitness centre, games rooms, local retail and retail service uses;
- A **full and extensive walkway-pedestrian and multi-use trail system** is contemplated to enhance views and vistas of Lake Erie and to connect to public lands.

- At the time of the application being made in April 2011, the “common elements condominium” (CE Condominium) was selected as the preferred form of tenure for the lot 6 residential-commercial development planned by Seaside. Based on the varying residential densities, building forms and mixed commercial residential uses contemplated, a subdivision plan is first required to establish Development Blocks and Freehold Lots that would be individually and legally tied to the CE Condominium. All interconnecting private streets, walkways, facilities, communal servicing blocks/corridors and open space areas defined as "common elements" are separately defined blocks under the CE Condominium Plan. This form of tenure facilitates provision of private servicing under one land ownership and establishes a legal structure for the creation of adequately funded front-end capital replacement and operational reserve to ensure the required site servicing infrastructure, including communal waste water facilities, are appropriately maintained in perpetuity, protecting the interests of future residents, the Municipality of West Elgin and affected Provincial Agencies. The Ontario Condominium Act and associated regulations made there under, define the legal obligations of the Development Proponent under a private communal servicing approach. As such, adequate funding of the operation, maintenance and capital replacement of all private services is a fundamental obligation and requirement under this legislation. Newer forms of condominium tenures such as Common Elements or Vacant Land were established in part to address key issues associated with the provision of private communal servicing, such as financial assurance and reserve funding.

The above form of tenure will be elaborated upon in the Final Addendum.

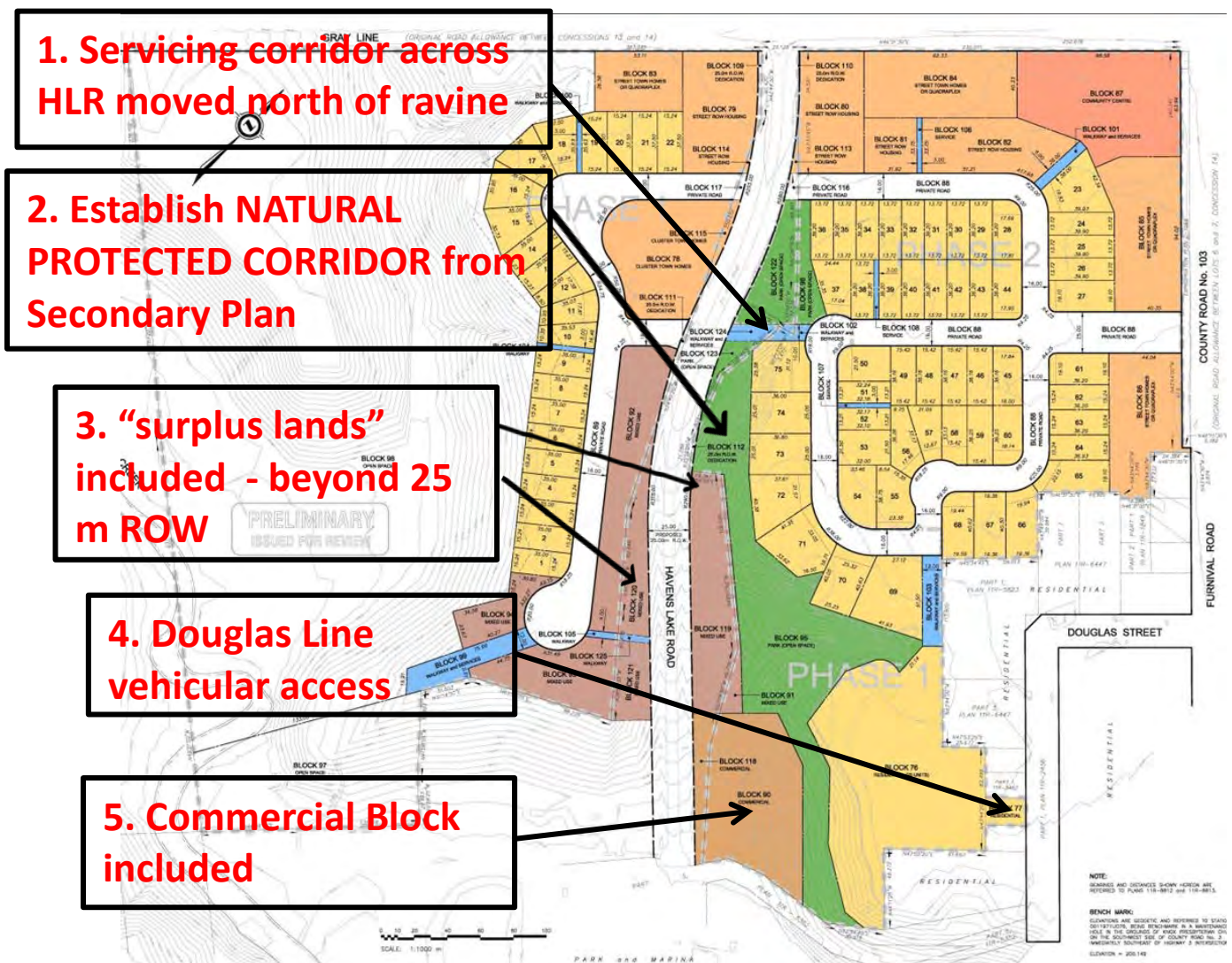
Changes and revisions from the original Draft Plan of Subdivision are set out in Figure 3.

The rationale for each of the significant changes above is as follows:

1. Servicing corridor across HLR moved north of ravine in order to avoid the natural heritage.
2. Establish NATURAL PROTECTED CORRIDOR from to conform to the Port Glasgow Secondary Plan.
3. The “surplus lands” are included in the Draft Plan which assumes the current discussions for the sale of these lands to Seaside from West Elgin will take place. It is noted that the surplus lands are those lands that are part of the HLR right-of-way that are not within the agreed upon standard width being 25 m for the ROW. If the sale does occur by the time of formal approval consideration, the Municipality will have to be a co-certifier of land ownership on the Draft Plans.

4. Douglas Line to have vehicular access for a Private Driveway for 10 to 15 residential units through an existing residentially built lot. The access would be in conformity with the Secondary Plan traffic impact on Douglas Line will be negligible given the number of units proposed, the need for the access and the less desirable option of locating one behind all of the residences along the west side of Douglas Line.
5. Commercial Block is now included as requested by agencies.

FIGURE 3: Significant Redline Changes to the Original Draft Plan of Subdivision.



3.0 Conforming to the Port Glasgow Secondary Plan

The following is taken from the Plan.

“Port Glasgow is situated at the mouth of Sixteen Mile Creek on the north shore of Lake Erie in Lot 6, 7 and Part Lot 8, Concession XIV, The Municipality of West Elgin, County of Elgin (formally the Township of Aldborough). It has direct access from Provincial Highway 401 via Elgin County Road 103 (Furnival Road). Commercial fisheries continued to operate from Port Glasgow until 1995. Sport fishing remains popular, based largely from the Port Glasgow Marina (Port Glasgow Yacht Club incorporated in 1963), and a significant seasonal population, estimated at up to 1300 persons residing in two trailer parks (Lakewood Trailer Estates 244 sites, Port Glasgow Trailer Park 165 sites). The permanent, year round population of Port Glasgow is estimated at approximately 100 persons. The entire land area occupied by the settlement area of Port Glasgow is approximately 62 hectares (153 acres)”

Seaside holds 24.7 ha (62 acres) of the total representing 40% of the “Community Growth Area”.

The Secondary Plan continues to state “Given that the Port Glasgow Design Population (PGDP) should not account for inestimable seasonal variations, and in consideration of all known plans and future development proposals, and with consideration for some minor infill and expansion of the Existing Built Area, the PGDP is estimated as follows: 400 permanent dwelling units (Seaside and Existing Built Area), 482 existing and planned trailer sites, totalling 882 dwellings with 2.5 ppu equals 2205 PGDP.”

Seaside would account for about 1/3 of this PGDP.

Figure 4 provides the Land Use Plan, referred to as Figure 7 (source: West Elgin website). It together with Section 4.0 sets out the policies that the Seaside proposal must conform. **The following is a review of Section 4 policies and how the Seaside proposed Community Plan conforms to the Secondary Plan.**

1. The “lotting” of the west bank lands and east bank lands into lots that have 13.7m (45 ft.), 15 m (50 ft.) and 25 m (82 ft.) frontages conforms to the RESIDENTIAL land use designations described in section 11.2.3.
2. The “blocking” of the west bank lands and east bank lands into parcels for street townhouses, cluster townhouses and quad apartment building forms conform to the RESIDENTIAL land use designations described in section 11.2.3.

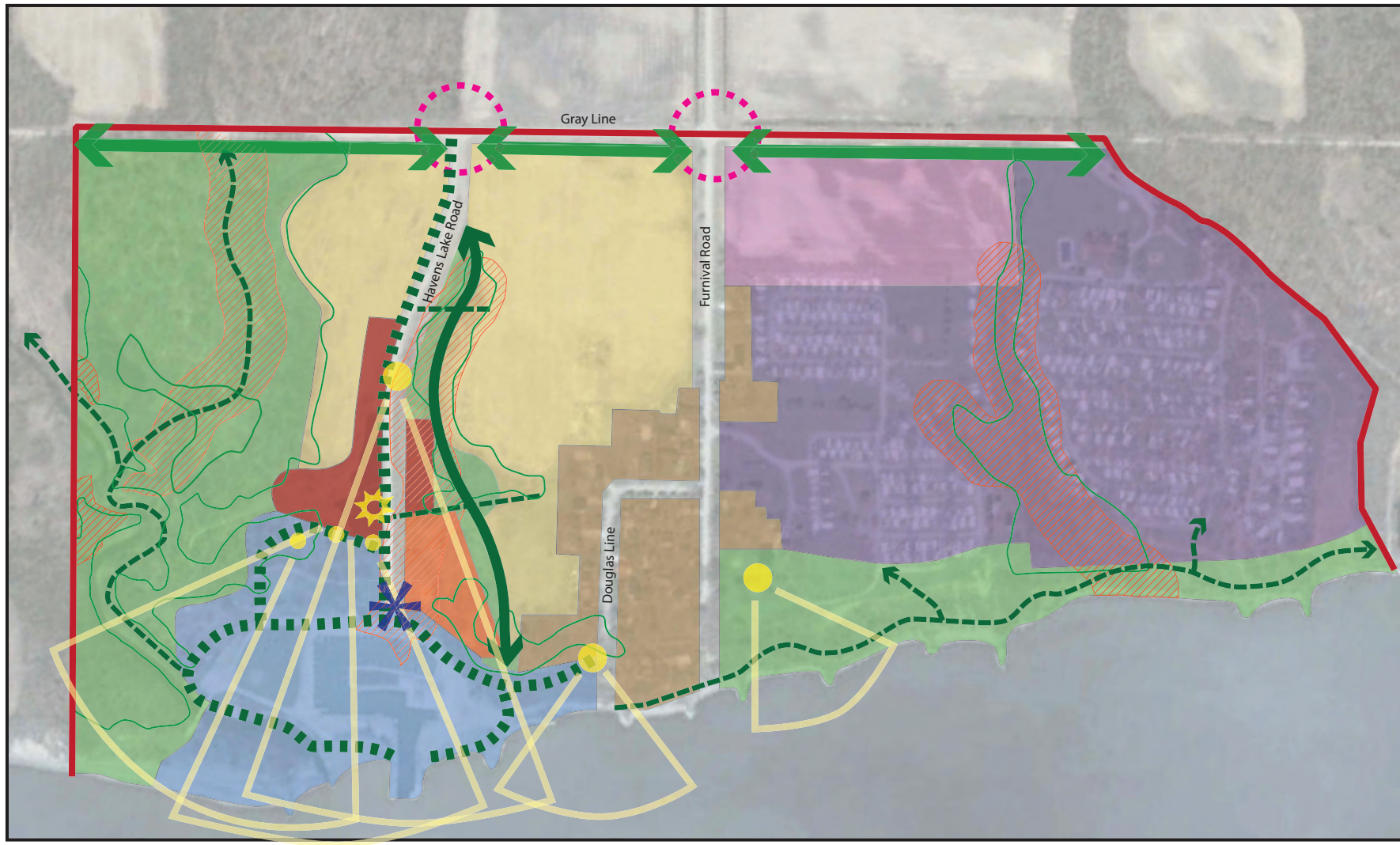
3. The “blocking” of the west and east sides of lower Havens Lake Road into parcels for mixed use building forms conform to the MIXED USE land use designations described in section 11.2.5.
4. The “blocking” of the east side of lower Havens Lake Road for commercial building forms conform to the COMMERCIAL land use designations described in section 11.2.4.
5. Maintaining the Sixteen Mile Valley lands as open space and undevelopable conforms to the PARKS AND OPEN SPACE land use designation in section 3.2.8 and 11.2.7.
6. The parks and open space block east of Havens Lake Road conforms to the Protected Natural Corridor land use designation of section 3.2.9 and 11.2.7.
7. The pedestrian and trail routes are provided for by several pedestrian walkways in the lotting of the west bank lands and the same degree of connectivity is planned for the east bank using the road pattern and open space land blocks, all as provided for in section 3.2.10 and 3.2.11, 11.2.7 , 11.2.11 and 11.3.5.2. Slow moving vehicles are included. These requirements can be further detailed in the conditions of Draft Approval of the Subdivision and/or Site Plan Approval.
8. Establishing more Vistas and Architectural Attractions are intended by Seaside in the more detailed development of individual sites along Havens Lake Road and on the bluff of the west bank and east bank. These requirements can be further detailed in the conditions of Draft Approval of the Subdivision and/or Site Plan Approval.
9. Hazard lands are recognized and will be dealt with through separate application to the Lower Thames Conservation Authority. An application was already approved by the LTVCA for development of the Commercial block on the lower east side of Havens Lake Road.
10. The roads throughout the residential development are proposed to be private and part of a Common Element Condominium which in conformity with the Roads and Transportation section 11.3.5.

In conclusion, the above 10 statements demonstrate conformity with the Secondary Plan which is section 11 of the West Elgin Official Plan.

Figure 4 – Port Glasgow Secondary Plan, Land Use Figure 7

-

Land Use Plan - Figure 7



Legend

- Residential
- Existing Built Area
- Commercial
- Mixed Use
- Seasonal Residential
- Existing Seasonal Residential
- Waterfront Amenity and Attraction
- Parks and Open Space
- Protected Natural Corridor
- Public Promenade
- Community Area Boundary
- Pedestrian Trails and Connections
- Greenway
- Woodlands *
- Hazardous Lands *
- Gateway
- Architectural Attraction
- Vistas
- Traffic Control Works

* adapted from Figure 6 of the Official Plan of the Municipality of West Elgin.

4.0 Conforming to the Official Plan

The West Elgin Official Plan was adopted by Council in February 2008 and approved, with modifications, by the Ministry of Municipal Affairs and Housing on 7 February 2011. Section 7.5 was modified and is significant as it reads

“PORT GLASGOW SPECIFIC POLICY AREA

The following policies apply to the land designated as ‘Port Glasgow Specific

Policy Area’ on Figure 6. Port Glasgow on the shores of Lake Erie lies within the ‘Lakeshore Residential’ designation and consists of a small concentration of year round and seasonal dwellings, campgrounds, a yacht club, marina and beach. It is the one area along the lakeshore within West Elgin where public access to the lake and views of the lake are the greatest. It is presently serviced by a municipal water supply system. Improvements to the harbor and adjoining municipally-owned lands are on-going.

It is intended that the lands within the Port Glasgow Specific Policy Area, identified on Figure 6, continue to develop as the centerpiece of the ‘Lakeshore Area’ offering a range of housing types, recreational and cultural opportunities, and commercial establishments catering to both residents of the Municipality and visitors from outside the area.

Development within the Port Glasgow Specific Policy Area is anticipated and encouraged subject to the appropriate level of services being in place. The natural heritage features, cultural heritage features, access to the lake, and views of the lake will be protected and enhanced wherever possible. A Secondary Plan may be used to establish more detailed land use policies and land use designations than that of this Plan.

A Secondary Plan has been prepared for lands within the Port Glasgow Specific Policy Area identified on Figure 6.” (West Elgin, Official Plan).

Seaside intends to contribute significantly to the “centre piece” of the Lakeshore Area.

There are also cross references from the Secondary Plan in sections 5 and 9 with respect to Park land dedication and hazard lands that are capable of being complied through conditions of Draft Approval of the Plan of Subdivision.

5.0 Conformity with the County Official Plan

The County of Elgin Official Plan was adopted by Council on and approved by the MMAH on October 9, 2013, at which time the “approval authority” for lower tier planning was delegated. Hence the continuation of the applications through the approval process now lies with the County as opposed to the MMAH. The County Official Plan in its’ Land Use Schedule A, designates the lands as Agricultural which by ...

Section C2.3, permits .. *“single detached dwelling on an existing vacant lot, subject to the policies of the lower tier Official Plan.”*

Section A4.3 provides the policy of ... *“To support the role of the 'ports' in the County as the primary locations for tourism and related economic activity. “*

Section A5.3 provides the policy of .. *“promote the maintenance, expansion and upgrade of existing tourism and tourist destination-oriented uses in the County and encourage the establishment of additional high quality attractions, facilities, accommodations, services, and event.”*

During the preparation of the County Official Plan it was clear that it was not to prejudice the appeal lodged by Seaside to the West Elgin Official Plan. Therefore, the County OP did not attempt change the status quo local policy, knowing that the OMB would ultimately resolve the matter through the appeal process. As part of the appeal process, A Secondary Plan was prepared as a basis of resolution of the appeal and the Port Glasgow area is now a Community Growth Area, tantamount to a **“settlement area – tier 2”** in the County Official Plan. It is expected that a technical Amendment at the 5-year review stage would take care of this matter subject to development applications approvals and the Environmental Assessment that are all currently in process.

6.0 Being Consistent with the Provincial Policy Statement (PPS) 2014

The Seaside community development proposal is consistent with the PPS 2014, and a review of the more relevant policies follows showing that it would contribute to:

- **Building Strong Communities by:**
 - a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (Section 1.1.1a));

- b. ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs(Section 1.1.1g));
- c. Settlement areas shall be the focus of growth and development (Section 1.1.3.1);
- d. directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (Section 1.4.3c)).
- e. promoting opportunities for economic development and community investment readiness (section 1.7 a));
- f. maintaining and where possible enhancing the vitality and viability of downtowns and main streets Section 1.7 c));
- g. providing opportunities for sustainable tourism development (section 1.7 g));

- **Section 1.1.3: Wise Use and Management of Resources by:**

- a. promoting cost-effective development patterns and standards to minimize land consumption and servicing costs (Section 1.1.1e));
- b. directing new development to places in designated growth areas adjacent to the existing built-up area and having a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (Section 1.1.3.6);
- c. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; (Section 1.4.3d)).

- **Section 1.4. Protecting Public Health and Safety by:**

- a. avoiding development and land use patterns which may cause environmental or public health and safety concerns (Section 1.1.1 c));
- b. establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety (Section 1.4.3 e)); and

- c. planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation (Section 1.5.1a));
- d. directing development outside of hazardous lands (Section 3.1).

- **Protecting Natural Heritage Features by:**

- a. promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate (Section 1.1.1h));
- b. recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.(Section 1.5.1d));
- c. ensuring development and site alteration shall not be permitted on adjacent lands to natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions (Section 2.1.8);
- d. ensuring storm water management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces (section 2.2.1 h)).

- **Protecting Cultural Heritage Features by:**

- a. Permitting site alteration and development on lands containing archaeological resources if they have been conserved (section 2.6).

7.0 Cultural Heritage – Archaeology

Clearance documentation is being gathered for the various studies that have been undertaken on both the east and west bank. The conclusion is that all lands have been cleared except for a pocket located to the north and east of the ravine along the east side of Havens Lake Road. This is referred to as the “east bank”, and considered to be a later phase in the overall development and construction program for the Seaside Community. It is anticipated that the clearance of this pocket would be a condition of Draft Plan Approval.

8.0 Natural Heritage – Environmental Impact

The complex matter of Natural Heritage is being led by Biologics Environmental Planners and it is anticipating the preparation of a full response to the MMAH Agency table – Appendix 1 – through an EIS update. This will be done when the preferred locations for the Waste Water Treatment Facility and the Storm Water Management Facility is decided upon. Meanwhile, the Biologic response is contained in the Appendix 1.

9.0 Traffic, Transportation and Parking

F.R. Berry and Associates prepared a second supplementary Traffic Report for the Seaside proposal on March 2012 and it is contained in Appendix II. It deals with such matters as overall parking, number of lanes needed for Havens Lake Road, proximity of buildings to the Havens Lake Road, the suitability of the steepness of the Havens Lake Road grade profile, storage lanes on and carrying capacity of Havens Lake Road. The Study supports the Seaside proposal.

10.0 Implementation through Zoning

The existing zoning is AGRICULTURE that does not permit the land uses contemplated by Seaside as depicted on the Draft Plans. The rezoning of the lands would be suitably a condition of Draft Approval of the Plan of Subdivision. A new zoning framework is proposed. The framework is “generic” in that the zone symbols may have to be adjusted to fit the Municipal Comprehensive Zoning Bylaw.

The following regulations are proposed as part of the proposed zoning amendment that accompanies the applications for Draft Plan of Subdivision and the Draft Plan of Common Elements Condominium. All regulations are minimums unless otherwise stated as a maximum (max).

- A. For 18 m (60 feet) wide single detached units - (R1-1)** – applied to lots 53 thru 55 and 66 thru 75

Permitted Uses and Buildings – single detached residential dwellings

Lot area 600 m²

Lot frontage 18 m

Front and Exterior Side Yard	6 m
Rear yard	0m
Interior Side Yard	2 m
Lot coverage	40%
Building height	10 maximum
Parking	2 spaces per dwelling unit that maybe in tandem

B. For 15 m (50 feet) wide single detached lots - (R1-2) – applied to lots 1 thru 22 and 45 thru 49, and 56 thru 65

Permitted Uses and Buildings – single detached residential dwellings

Lot area	450 m2
Lot frontage	15m
Front and Exterior Side Yard	6 m
Rear yard	7m
Interior Side Yard	2 m
Lot coverage	40% maximum
Building height	10 max for the main building, except that a “viewing room”, with a maximum floor area of 20 m2, shall be permitted to extend above the to a maximum of 13 m
Parking	2 spaces per dwelling unit that maybe in tandem

C. For 13.5 m wide single detached lots - (R1-3) -- applied to lots 23 thru 44 and 50 thru 52.

Permitted Uses and Buildings – single detached residential dwellings

Lot area	400 m2
Lot frontage	13.5m
Front and Exterior Side Yard	6 m
Rear yard	7m

Interior Side Yard	1.5 m
Lot coverage	40% maximum
Building height	10 max for the main building, except that a “viewing room”, with a maximum floor area of 20 m ² , shall be permitted to extend above the to a maximum of 13 m
Parking	2 spaces per dwelling unit that maybe in tandem

For Residential Multi-Family units -- RMF – would be applied to Blocks 78, 79, 81, 82, 83, 84, 85, and 86.

Permitted Uses and Buildings – multiple attached residential dwellings in the form of quadraplexes, apartment buildings up to 6 units maximum, cluster townhouses, and street townhouses.

Lot area	900 m ²
Lot frontage	30 m
Front and Exterior Side Yard	6 m
Rear yard	7m
Interior Side Yard	1.5 m
Lot coverage	50% maximum
Building height	3 storeys maximum
Parking	1 space per dwelling unit

D. For Neighbourhood Community centre (NCC) --_applied to block 87

Permitted Uses and Buildings – retail stores, retail services, personal services, offices, attached residential dwellings, recreation services and facilities.

Lot area	500 m ²
Lot frontage	60 m

Front and Exterior Side Yard	6 m
Rear yard	6m
Interior Side Yard	2.0 m
Lot coverage	30% max
Building height	10 m maximum for the main building, except that a “viewing room”, with a maximum floor area of 20 m ² , shall be permitted to extend above the to a maximum of 13 m
Parking	1 space per 25 m ² gfa for commercial

E. For Village Commercial (VC) applies to future development blocks 90, 91, 92, 93, 94, and 119.

Permitted Uses and Buildings – retail stores, retail services, personal services, offices, attached residential dwellings.

Lot area	150 m ²	(assume a 6m wide store x 25 m depth of lot)
Lot frontage	6 m	
Front and Exterior Side Yard	0 m	max
Rear yard	0 m	min
Interior Side Yard	0 m	minimum on one side and 1.5 m on the other side
Lot coverage	50% max	
Building height	3 storey maximum – 2 storey minimum	
Parking	1 space per 50 m ² gfa for commercial and 1 space dwellingunit or 1 per three tourist accommodation places	

F. For Open Space (OS) -- applies to Blocks 95, 96, 97, 98, 99, and 122.

Permitted Uses – natural conservation, neighbourhood parks, pedestrian walkways

G. For servicing blocks -

Permitted Uses – waste water treatment facilities and storm water management facilities

11.0 Statutory Public Meeting held June 25, 2014 by West Elgin

West Elgin held the statutory public meeting for the Draft Plans applications and Environmental Assessment information was also provided. A minute summary is contained in Appendix 3. No major concerns from the public were identified.

Appendix 1 – MMAH - November 2011, letter of response and table of collective agency response to applications.

Ministry of
Municipal Affairs
and Housing

Municipal Services Office -
Western

659 Exeter Road, 2nd Floor
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November 3, 2011

Mr. Laverne Kirkness
Kirkness Consulting Inc.
Urban and Rural Planning
1647 Cedarcreek Crescent
London, ON, N5X 0C8

**Subject: Applications for Plan of Subdivision
and Common Element Plan of Condominium
Part of Lot 6, Concession XIV, former Township of Aldborough
Municipality of West Elgin, County of Elgin
Seaside Waterfront Inc.
Ministry File Numbers: 34-T-11002 and 34-CD-11001**

Dear Mr. Kirkness:

The purpose of this letter is to bring you up to date on the status of the above-noted applications, to provide you with the Ministry and agency comments received to date, and to request that the proponent indicate how it wishes to proceed.

The draft plans propose the development of 108 lots and blocks for a variety of residential and commercial uses. It is proposed that 76 lots be developed for single detached residential use, 9 blocks for 85 row house units, and future development blocks for residential use. Servicing is proposed to be by municipal water and a privately owned sewage treatment system.

Policies in the new Official Plan relating to this proposal have been appealed to the Ontario Municipal Board (OMB). The Ministry of Municipal Affairs and Housing's decision to approve the West Elgin Official Plan on February 7, 2011, was appealed by Seaside Waterfronts Inc. and Lighthouse Waterfronts Inc. A pre-hearing conference was held on September 9, 2011 (Case No. PL110240).

The Ministry accepted the plan of subdivision and plan of condominium applications as complete pursuant to subsection 51(18) of the *Planning Act*. However, acceptance as complete does not imply any commitment for the Ministry to approve the proposed plans. In addition, as the Official Plan policies and designations are under appeal, it is uncertain what policies and designations will ultimately apply to these lands.

The proposed subdivision and common elements condominium applications were circulated for review with the background documents that were appropriate for the respective Ministry or agency. The comments received to date are attached. You will note that the comments are lengthy and will require further information from the proponent and consultation with the

Ministries, agencies, and the Municipality of West Elgin as set out in the attached chart and in the Appendix.

As a result of the number of comments received from the circulated agencies and Ministries, and the complexity of the issues that need to be addressed, the Ministry is unable to make a decision on the subdivision and condominium applications at this time. We request that the proponent consider and address the attached comments, which may necessitate a redesign of the proposed subdivision and condominium layout.

Until the comments have been addressed, it appears premature for the Ministry to request that the Municipality hold a public meeting, pursuant to subsection 51(21) of the *Planning Act*. It appears to make sense for the proponent to address the comments and consider revising the plans before the public meeting, since substantial changes to the plans may generate the need for a further public meeting. Kindly advise how the proponent wishes to proceed.

Please contact me by telephone at (519) 873-4031, by fax at (519) 873-4018, or by email at tammie.ryall@ontario.ca at your convenience.

Yours truly,



Tammie Ryall, RPP, MCIP
Planner
Municipal Services Office-Western

Enclosure

Copies Ted Halwa, Community Planners Inc.
Norma Bryant, Municipality of West Elgin
Bill Armstrong, MOE
Amanda McCloskey, MNR, Aylmer
Katherine Kirzati, Tourism and Culture, Toronto
Drew Crinklaw, OMAFRA, London
Valerie Towsley, Lower Thames Valley Conservation Authority
Steve Evans, Manager of Planning, County of Elgin
Shirley Brundritt Planning Department, Union Gas Ltd.
Laura Giunta, Hydro One Networks Inc.
Bruno DeSando, Canada Post
Marie Burt, Bell Canada
Mark Weaver, London District Catholic School Board
Bob Seto, Thames Valley District School Board
Suzanne Labrecque, Le Conseil scolaire de district de Centre-Sud-Ouest
Conseil scolaire de district de ecoles catholiques due sud-ouest
Erica Arnett, Elgin St. Thomas Health Unit

Summary of Comments Seaside Development Proposal 34T-11002 and 34CD-11001

Item No.	Date	Ministry or Agency:	Comments/ Concerns	MMAH Comments	Action	SEASIDE TEAM DRAFT INTERIM RESPONSE – July 9, 2014 <i>to be read in conjunction with the Planning Report Addendum prepared by KCI, July 9, 2014</i>
1.		Agencies circulated but no response received	Bruno DeSando, Canada Post Marie Burt, Bell Canada Mark Weaver, London District Catholic School Board Suzanne Labrecque, Le Conseil scolaire de district de Centre-Sud-Ouest Conseil scolaire de district de ecoles catholiques due sud-ouest Erica Arnett, Elgin St. Thomas Health Unit	Information Item	No action needed at this time.	Seaside presumes that the placement of community mail boxes in the new Seaside Community will be subject to the approval Canada Post and be a condition of Draft Approval of the Plan of Subdivision.
2.	August 10, 2011	Shirley Brundritt, Union Gas Limited Chatham	As a condition of final approval that the owner/developer is to provide to Union Gas Limited the necessary easements and/or agreements required by Union Gas Limited for the provision of gas services for this project, in a form satisfactory to Union Gas Limited.	Information item	Include as a condition and/or note to the conditions of draft approval	Seaside has consulted with Union Gas and included a discussion in the Functional Servicing Report (page 52, Scotia April 2011). We agree that Union Gas servicing requirements be a condition of Draft Approval of the Plan of Subdivision.
3.	August 16, 2011	Norma Bryant, Clerk, Municipality of West Elgin	Input from the public is considered necessary by the Municipality as well as a receipt of comments from all agencies, staff and our consultants. This information is necessary for Council to make an informed decision on these applications. Cannot submit comments prior to the October 4, 2011 response date.	Letter is an acknowledgement of the circulation and notice that Municipality will not be able meet the circulation time frame.	Further comments needed from the Municipality	Not completed
4.	August 23, 2011	Bob Seto Planning Officer Thanes Valley District School Board	Any public school pupils residing within the subject developments are currently within the attendance areas of: Aldborough Public School for JK to grade 6, West Elgin Senior Public School for grades 7 and 8, and West Elgin Secondary School for grades 9-12. A new public school site is not required within the subject plans.	Information item	Can be addressed by Including in the notes to the conditions of draft approval.	Seaside agrees and appreciates the information.

Summary of Comments Seaside Development Proposal 34T-11002 and 34CD-11001

Item No.	Date	Ministry or Agency:	Comments/ Concerns	MMAH Comments	Action	SEASIDE TEAM DRAFT INTERIM RESPONSE – July 9, 2014 <i>to be read in conjunction with the Planning Report Addendum prepared by KCI, July 9, 2014</i>
5.	August 30, 2011	Laura Giunta Hydro One Networks Inc	<p>We have reviewed the documents concerning the Draft Plan of Subdivision and Condominium Application and have no comments at this time.</p> <p>Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.</p> <p>For proposals affecting 'Low Voltage Distribution Facilities' the Owner / Applicant should consult their local area Distribution Supplier.</p> <p>Hydro One is the local supplier. The proponent should contact the Hydro One Subdivision Group (located in Barrie) at 1-866-272-3330 or e-mail subdivision@Hydroone.com.</p>	Hydro One is the service provider.	Proponent to contact Hydro One in Barrie	Seaside has consulted with Hydro One and included a discussion in the Functional Servicing Report (page 52 Scotia, April 2011)

Summary of Comments Seaside Development Proposal 34T-11002 and 34CD-11001

Item No.	Date	Ministry or Agency:	Comments/ Concerns	MMAH Comments	Action	SEASIDE TEAM DRAFT INTERIM RESPONSE – July 9, 2014 <i>to be read in conjunction with the Planning Report Addendum prepared by KCI, July 9, 2014</i>
6.	August 31, 2011	Bill Armstrong, Ministry of the Environment (MOE) London	<p>General Comments</p> <p>MOE staff have reviewed the “Planning Report” prepared by Kirkness Consulting and R. Koudys (April 2011) and Sco-Terra’s “Functional Servicing Report” (April 2011) and conducted a further site inspection and offer the following comments for consideration.</p> <p>As noted in the Detailed Comments, below, the “Functional Servicing Report” refers in several places to using the Integration provision of the MEA Municipal Class EA to fulfill the requirements of the Environmental Assessment Act (e.g. 33/34) for the proposed services. Our expectation is that there be a separate notice of the intention to use this provision along with the other documents included as part of the application package rather than having this information “buried” in a background report where it may not be readily available to the public. Curiously, while the “Planning Report” on page 5 for example mentions the previous Class EA begun (but not completed) by West Elgin it is effectively silent on the substantive matter of Integration. All public notices should clearly state the planning approval process is intending to meet environmental assessment requirements through the Integration process.</p> <p>The Integration provision (A.2.9) sets out a process whereby if specified matters are addressed through the planning approval process, approval under the Planning Act fulfills EA requirements. Those steps are described on page 44 of the “Functional Servicing Report”. MOE would expect that as the planning applications move towards a decision that it is documented how those steps have been met. Staff believe the Planning decision must also consider whether the Class EA matters have been dealt with appropriately and hence such a statement is important to this evaluation of conformance.</p> <p>It is informative that the “Planning Report” clearly recognizes and makes the case for Port Glasgow as an identified settlement area; e.g. pages 39/40. If this is the case, staff argue that the issue then is what are appropriate services for a settlement area? In our view this issue has never been adequately addressed. The material presented is site-specific.</p> <p>Nevertheless, from the Ministry’s environmental protection/management</p> <p>perspective the proposed methods of providing water supply, sanitary sewage treatment and stormwater management meet Ministry policies and guidelines and are technically feasible. While these essential services are proposed to be owned and maintained by a private land owner (condominium corporation) the Ministry of the Environment requires a responsibility agreement to be entered into with the Municipality to ensure adequate operation and maintenance over the life of the development.</p> <p>The receiving watercourse for the treated sanitary sewage effluent and treated stormwater is Sixteen Mile Creek. Sixteen Mile Creek is categorized as a warm water watercourse (pg 32) which equates to a Policy 2 watercourse following MOE’s “Water Management Policies, Guidelines, Provincial Water Quality Objectives” policy document. The expectation of this policy is that no further impairment of the Policy 2 watercourse will occur and all practical means to upgrade water quality to Policy 1 status are to be taken. From the Ministry’s perspective the basis of our evaluation of the proposal is that there be no further impairment and practical efforts be made to upgrade water quality in Sixteen Mile Creek (and hence the nearshore of Lake Erie at the mouth).</p>	Overall MOE comments	Follow-up needed	<p>Seaside agrees and has acted accordingly with proper notice of integration of the Draft Plan of Subdivision/Condominium approval process with the EA approval process.</p> <p>Port Glasgow is now an identified Community Growth Area (equal to a “settlement area”) by the Port Glasgow Secondary Plan that was adopted by Council on _____ and approved by the OMB on August 16, 2013, as section 11 of the West Elgin Official plan.</p> <p>“Appropriate services”, comprising waster water treatment and storm water management are being considered through the EA integrated process. The feasibility of all other services has been dealt with in Functional Servicing Report (Sco-terra, April 2011). 3</p>

Summary of Comments Seaside Development Proposal 34T-11002 and 34CD-11001

Item No.	Date	Ministry or Agency:	Comments/ Concerns	MMAH Comments	Action	SEASIDE TEAM DRAFT INTERIM RESPONSE – July 9, 2014 <i>to be read in conjunction with the Planning Report Addendum prepared by KCI, July 9, 2014</i>
7.	August 31, 2011	MOE cont.	<p>Detailed Comments Planning Report prepared by Kirkness Consulting and R. Koudys (April 2011)</p> <p>Condominium Structure (pg 16) In this section, MOE does not agree with the opinion that property tenure necessarily “<i>ensures the required site servicing infrastructure...are appropriately maintained in perpetuity</i>”. Certainly a condominium corporation is required to undertake reserve fund studies and to maintain reserve funds and has the authority to make special levies and to borrow funds. However, there is no assurance a condominium board will function adequately over time. Therefore a back-up operating authority should be in place and that should be the Municipality. In this regard a responsibility agreement is required to protect the residents, the municipality and the environment from failed services.</p> <p>Table 1 of pgs 18/19 states that 210 units are proposed which generate a total population of 547 residents. This contrasts with Table 5.1 of the “Functional Servicing Report” (pg 22) which says 322 units and 715 units. This inconsistency needs to be resolved.</p> <p>The wastewater treatment discussion (pg 30/31) refers to the integration of EA requirements in the planning approval process. However there is no formal statement in the material that the intention is to implement the Integration Provision of the MEA Municipal Class EA or how that will be done, although it is implied (pg 33).</p> <p>There is reference on pages 38 and 43 to the Class EA undertaken by the municipality for Port Glasgow. Contrary to the text that process was not completed. The municipality curtailed the process part way through the process when it decided private communal services were preferable from its point of view. This same misunderstanding is found on page 27 of the “Functional Servicing Report”; this incomplete Class EA did not “<i>establish</i>” any servicing option simply because it was not completed.</p> <p>There is no reference to the Water provisions (2.2) of the Provincial Policy Statement in the PPS discussion on pages 42/43 and, as stated above, these issues are central to the MOE review.</p>	Detailed comments need to be addressed by the proponent.		<p>Seaside understands that the Official Plan for the Municipality of West Elgin contains a policy in section 7.7 that is receptive to entering into a REPSONSIBLITY AGREEMENT, as required by MOE.</p> <p>Please refer to the Addendum Planning Report for the updated unit and population yield.</p> <p>The integration of the two processes is well established at this point.</p> <p>The Class EA undertaken by the Municipality is being superseded by the Planning Act/EA integrated approval process (A.2.9)</p> <p>Please refer to the Addendum Planning Report</p>

Summary of Comments Seaside Development Proposal 34T-11002 and 34CD-11001

Item No.	Date	Ministry or Agency:	Comments/ Concerns	MMAH Comments	Action	SEASIDE TEAM DRAFT INTERIM RESPONSE – July 9, 2014 <i>to be read in conjunction with the Planning Report Addendum prepared by KCI, July 9, 2014</i>
8.	August 31, 2011	MOE cont.	<p>Detailed Comments continued <u>Functional Servicing Report</u></p> <p>Both the proposed stormwater management pond and the proposed sewage treatment plant are within the valley lands of Sixteen Mile Creek near to its mouth. The proponent will need to confirm with the Lower Thames Valley Conservation Authority that these structures lie outside of the Regional and/or 100 year storm event for the Creek.</p> <p>The Effluent Limits and Objectives provided in Table 6.3 (pg 30) for the discharge from the proposed sewage treatment facility are consistent with the Ministry's Dry Ditch Criteria and appear to be acceptable for use at this site. As part of the Certificate of Approval process, an engineering analysis will have to be done to demonstrate that the proposed treatment technology will achieve the effluent numbers on a consistent basis.</p> <p>Our site inspection noted that the mouth of Sixteen Mile Creek was blocked by a gravel bar, boulders and deadwood thus effectively ponding the water in the lower reaches and consequently reducing the normal flow-through. This condition affects the assimilative capacity and needs to be addressed in the report.</p> <p>On our site visit we observed signs stating that (at least) the lower reaches of Sixteen Mile Creek, presumably including lands along either bank, is a "Fish Habitat Restoration Area" and a Naturalizing Area. MOE staff do not know what this means in terms of "permitted" activities but justification for the sewage treatment and stormwater management facilities should discuss the implications.</p> <p>The report does not provide a trigger mechanism for determining when the clean out of the forebay would be required. The proponent should be prepared to provide such a trigger at the Certificate of Approval application phase pursuant to s53, Ontario Water Resources Act.</p> <p>Section 1.3 (pg 3) mis-states the status of the previous Class EA process undertaken by the municipality.</p> <p>Section 4.3 (pg 19/20) speaks about the Haven's Lake Road being upgraded to a typical urban cross-section with curbs and gutters and presumably hard-surfaced. This has significant implications for stormwater management in terms of both water quality and quantity (at least with respect to flow rates and the need for some energy dissipating measure) over and above present non-urbanized conditions. The report suggests post-development flow will be lessened because flow will be diverted to the tablelands management facility.</p> <p>The central section of the proposed development along Haven's Lake Road is proposed to achieve stormwater quality objectives through the use of an end-of-pipe oil/grit separator. As noted in MOE's initial comments on the Seaside proposal, it has not been Ministry practice to entertain oil/grit separators in greenfield situations. The facility needs to be sized to the 1:100 year/regional storm event. In addition, it is unclear whether the</p>	Detailed comments need to be addressed by the proponent.		The EA reporting will respond to all item s on this page.

Summary of Comments Seaside Development Proposal 34T-11002 and 34CD-11001

Item No.	Date	Ministry or Agency:	Comments/ Concerns	MMAH Comments	Action	SEASIDE TEAM DRAFT INTERIM RESPONSE – July 9, 2014 <i>to be read in conjunction with the Planning Report Addendum prepared by KCI, July 9, 2014</i>
9.	August 31, 2011	MOE cont.	<p>Detailed Comments continued <u>Functional Servicing Report</u></p> <p>Section 5.5 (pg 26) notes that sanitary sewage from the lower Haven's Lake Road development area will be pumped into the tablelands collection area in order to reach the proposed treatment facility. The Wastewater Servicing Plan shows the site of this pump station to be on "other lands owned by the applicant" but which are not contained in either of the submitted plans of condominium or subdivision. In our view, the complete sanitary sewage system (collection and treatment) must be included in the project description in order to fulfill EA requirements.</p> <p>The report (bottom of pg 26) states that the proposed wastewater pump station will not require Ministry of the Environment Approval as it falls under purview of the Building Code. We are advised that a pumping station within a private sewage collection system is classed as "plumbing" and is subject to approval under the OBC. Hence we accept the consultant's assertion.</p> <p>Sections 7.4 and 7.5 speak to lot level and conveyance controls for stormwater management. This is consistent with the Ministry's "treatment train" approach set out in the "Stormwater Management Planning and Design Manual". However the conveyance discussion misses the point by identifying hard-sided measures (concrete and PVC pipes) which do not afford much in the way of quality control. We believe consideration of low impact development and LEED- ND approaches would be especially valuable and this leads to development design: that is, development could be designed to minimize the need for hard structural solutions and maximize environmental and probably economic benefit.</p> <p>Section 7.6 and Drawing ST01 depict a proposed stormwater management facility (pond) located in an "<i>upslope area of the Sixteen Mile Creek Valley</i>". We are unsure what the "<i>upslope area</i>" is as it appears from our site inspection that the location is at the bottom of the valley slope and perhaps within the flood plain. As a matter of policy and practice, the Ministry does not approve sewage treatment facilities, such as a quality control pond, within a flood plain.</p>	Detailed comments need to be addressed by the proponent.		The EA reporting will respond to all item s on this page.

Summary of Comments Seaside Development Proposal 34T-11002 and 34CD-11001

Item No.	Date	Ministry or Agency:	Comments/ Concerns	MMAH Comments	Action	SEASIDE TEAM DRAFT INTERIM RESPONSE – July 9, 2014 <i>to be read in conjunction with the Planning Report Addendum prepared by KCI, July 9, 2014</i>
10.	September 8, 2011	Drew Crinklaw, Ministry of Agriculture, Food and Rural Affairs, London	OMARA have concerns with Section 9.3 (p. 35) of the latest (April, 2011) planning report from Kirkness Consulting. It appears as though a field check of the area for livestock facilities has been done, but that field check is limited to a 1,000 metre radius from the subject lands. In fact, this field check needs to be done within a 2,000 metre radius of the subject lands, as the proposal is for a Type B land use, not a Type A land use. Consequently, the MDS Implementation Guideline # 6 explicitly states: "For Type B application apply MDS I for livestock facilities within a 2,000 metre radius."	Proponent will need to provide additional MDS information.		The approved Port Glasgow Secondary Plan establishes the Seaside lands to be within a Community Settlement Area and therefore no Minimum Distance Separation standards apply.
11.	September 19, 2011.	Katherine Kirzati Heritage Planner MTC	The Ministry of Tourism and Culture's interest in the above-noted project relates to our mandate of conserving, protecting and preserving Ontario's heritage, including archaeological resources, built heritage resources and cultural heritage landscapes. Staff reviewed the project and note that archaeological assessment reports have been submitted to the Ministry and are awaiting review. Until such time as the review is complete and the report is accepted into the Ministry's database, archaeology is considered to be an outstanding matter.	Archaeological concerns are outstanding.	Proponent's archaeological consultant needs to address any outstanding archaeological concerns.	Please refer to the Addendum Planning Report
12.	October 4, 2011	Steve Evans, Manager of Planning, County of Elgin	Given that the policies of the new West Elgin Official Plan relating to this proposal have been appealed, it would be premature to approve these applications for Plan of Subdivision and Common Element Plan of Condominium until such time as the appeal has been adjudicated by the Ontario Municipal Board. The County requests notification of the Ministry's decision respecting these applications. The County Engineer has reviewed the Traffic Impact Report and indicates that the County has no concerns with traffic impacts on County Roads associated with this proposed development.	MMAH will provide notification to the County of the decision.		Please refer to the Addendum Planning Report

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13.	October 4, 2011	Jack Robertson Water Management Supervisor, Lower Thames Valley Conservation Authority (LTVCA)	<p>The Lower Thames Valley Conservation Authority has reviewed the documents related to the Seaside Proposal with regard to the regulations under the Conservation Authorities Act and those provincial hazard policies under the Provincial Policy Statement for which the Authority is responsible. The Authority is also an acting agent for the Department of Fisheries and Oceans (DFO) with regard to the Federal Fisheries Act. In the comments below, the Authority highlights items where there is a fisheries interest. The Authority recommends that the proponent contact the Authority to set up a meeting with the DFO to discuss the Federal Fisheries Act matters.</p> <p>Regardless of the review undertaken by the Authority or the Department of Fisheries and Oceans, permits will be required at the actual construction stage if development is undertaken in a regulated area. Under the Conservation Authorities Act, development is defined as:</p> <ul style="list-style-type: none"> • construction & reconstruction; • erection or placing of a building; • any change to a building or structure that has the effect of: <ul style="list-style-type: none"> o changing its use o increasing its size o increasing the number of dwelling units; • site grading; and • placing of or removal of fill. <p>In the case of this proposed development, the interference and/or alteration to shorelines and watercourses portion of the regulation will also apply.</p>	Detailed comments in the Appendix need to be addressed by the proponent as well as the summary which is contained in this chart.		

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14.	October 4, 2011	Jack Robertson Water Management Supervisor, Lower Thames Valley Conservation Authority (LTVCA)	<p>The following is a summarized account of the Authority's concerns with regards to the proposal. Also attached is an "Appendix 1" which provides greater detail regarding the plans and documents that were provided for review purposes.</p> <p>Location of the Storm Water Management Pond The Authority has several concerns with the location of the proposed Stormwater Management Pond which are summarized below and are set out in detail in Appendix 1.</p> <p>a) The proposed Stormwater Management Pond will require the removal of a large amount of the woodlands that are located in the creek flats of the Sixteen Mile Creek. This removal seems to be in direct opposition to the intention of the "Development Impacts and Mitigation" which states that "The primary natural heritage management goal during construction and in the post-development setting, is to protect, maintain and enhance the critical surrounding natural successional lands". BioLogic Environmental Impact Study Seaside Development, Port Glasgow, March 2011, page 24, Section 7.</p> <p>b) There is a stream that crosses Gray Line east of Sixteen Mile Creek, goes through the creek flats of the Sixteen Mile Creek and enters the Sixteen Mile Creek approximately 400 metres upstream of its mouth of Lake Erie. The proposed pond is in-line with this stream. The Conservation Authority and the Department of Fisheries and Oceans do not promote enclosures/blockages of watercourses without equal or greater enhancements. Generally, proponents are directed to redesign and/or to relocate the project away from the watercourse.</p> <p>c) The proposed Stormwater Management Pond appears to cut into the bottom of the slope that leads up from the creek flats of the Sixteen Mile Creek. The report contends that the existing slope is stable. Conservation Authority staff are unable to determine how this stability is maintained with the placement of the Pond.</p> <p>d) The location of the proposed Stormwater Management Pond depends on the installation of a significant amount of shoreline</p>	Detailed comments in the Appendix need to be addressed by the proponent as well as the summary which is contained in this chart.		Pond location under review in EA. Final preferred option will be assessed in updated EIS and finalized EA

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15.	October 4, 2011	LTVCA cont.	<p>Fill and Cut Operations along Haven’s Lake Road The Authority has concerns with the significant fill placement proposed in the ravine east of Haven’s Lake Road as well as the cutting of stable slopes on both sides of the roadway. The concerns are summarized below and are set out in detail in Appendix 1.</p> <p>a) At the base of the ravine east of Haven’s Lake Road is a natural watercourse that is proposed to be completely infilled, with flows redirected through tiles down the east side of the road allowance. Although the EIS indicates that it is a ‘degraded system’ and does not provide fish habitat with the outlet culvert being perched, it does not mean that it is not valuable from a fisheries perspective. Further assessment may be required to determine if it is indirectly contributing other resources to the fishery. Generally speaking, the CA and the DFO do not promote enclosures of watercourses without equal or greater enhancements.</p> <p>b) The Authority has concerns with the placement of structures on over 7 metres depth of fill in this ravine as well as the complete loss of this natural feature on the landscape. This applies to the south of Block 96 and Lots 75 and 76. According to the Operational Guidelines used by the Authority in reviewing applications under the regulation, staff would not recommend approving the construction of any structure on fill of this depth. An applicant is eligible to appeal a denial by staff to the Hearing Board of the Authority. However, at this time staff are unable to speculate on a future decision of the Conservation Authority Board.</p> <p>c) The proposed placement of the fill along Havens Lake Road will require the removal of a significant number of trees. No compensation for this removal has been proposed. Once again, without compensation, this seems to fly in the face of the aforementioned “primary natural management goal”.</p> <p>d) For lots 71 through 76, backing onto the gully system, there is a lack of any geotechnical studies required to determine the 100 year erosion rate and 3:1 stable slope allowance. The setback from the 100 year erosion rate and 3:1 stable slope allowance may push these lots further east which will result in a change in the plan of subdivision.</p> <p>e) The Authority strives to locate structures away from ‘hazardous’ landforms such as flood prone lands, unstable slopes, etc. It is still not clear why there is the need to destabilize the existing stable banks for development purposes. Nothing has been provided for in the information submitted in order for the Authority to consider major bank reshaping operations on these slopes.</p>	Detailed comments in the Appendix need to be addressed by the proponent as well as the summary which is contained in this chart.		

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16.	October 4, 2011	LTVCA cont.	<p>Lots 3 through 21 on Street “A”. The street is also shown as “Block 107” on the draft plan. The concerns are summarized below and are set out in detail in Appendix 1.</p> <p>a) There seems to be an inconsistency in the demarcation of the drip line of the valley forest and that shown by the edge of the forest from the aerial photography. There seems to be a difference of approximately 5 metres on many of the lots, with the indicated drip line 5 metres west of the forest edge. In any case, the intent of the development to preserve the natural environment and therefore the preservation of the trees on the valley slope should be foremost. Therefore this leaves only approximately 20 to 25 metres of lot depth for the location of a residence on several of these lots. Staff are not able to see this amount of property providing enough depth for a front yard, a residential structure and a back yard at the rear of the residential structure. This limited depth will provide significant temptation to the landowner to encroach on the natural area.</p> <p>b) The Sco-Terra Report (on Page 50) indicates for this West Tableland Area that “all building envelopes and individual lot grading schemes are to match the drip line of any mature vegetation along the top of the ravine slope.” Staff do not have a problem with this objective; however, much of the 20 to 25 metres of the depth of these lots is at a 5 to 1 slope. Staff have observed that in other situations, developments built on these slopes are problematic. However, staff should point out that this implies that for the lots both east and west of Street “A” and the street itself, it will require the removal of approximately 2 metres of fill to accomplish this. This is a significant amount of fill removal.</p> <p>c) Figure 7 of the Golder Report indicates that the recommended development setback be based on the existing treeline at the valley top. Staff assume that this means the drip line of the trees. Taken together with the proposed significant fill removal, the drip line will represent the new top of bank. The municipality normally requires a 6 metre setback allowance for emergency access around all structures. The Authority would consider this 6 metre setback from the drip line of the woodlot edge to be a sufficient allowance from the top of the bank of the Sixteen Mile valley for the construction of structures.</p> <p>d) In order to preserve the forest edge from encroachment, the Authority recommends that a fence marking the westerly property limits, east of the existing drip line of the forest edge, be installed with a walking trail just west of the fence. This action will actively attain the goal as stated in the report which is to protect and maintain the surrounding natural successional lands and prevent encroachment from the adjoining lots.</p>	Detailed comments in the Appendix need to be addressed by the proponent as well as the summary which is contained in this chart.		<p>This area has been staked and surveyed in the field since these comments were provided and the accuracy is now reflected on the updated redlined Draft Plan of Subdivision.</p> <p>Some edge habitat exists beyond mature tree drip-line on the table lands and therefore part of the proposed building lots.</p> <p>Items c) and d) are to be addressed through establishing a common element within a condominium agreement and declaration.</p>

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17.	October 12, 2011	Brad Graham Planning and Information Management Supervisor Ministry of Natural Resources	<p><u>Environmental Impact Study (“EIS”)</u> dated March 2011 prepared by BioLogic Inc.</p> <p>Table 1: Ecological Land Classification (ELC) for the Subject Lands (page 10) Based on the ELC datasheets provided in Appendix D, there are a number of community classifications where additional information is needed. These communities include FOD4 (polygon 8), FOD7 (polygon 12), FOD 7-4 (polygon 9), and CUT1 (polygon 5). MNR suggests that a more comprehensive species list is needed that is community specific. This information will assist with further defining the vegetation communities, in addition to providing a rationale and justification for the communities identified. If any soil survey information is available it should also be included in the ELC datasheets.</p> <p>Please clarify why polygon 14 was classified as CUM1 in Appendix D. The MNR recommends consideration should be given to classifying this community as a meadow marsh based on the species found. The ELC information provided is inadequate; a more complete species list and more accurate community identification is needed given the strong suggestion of wetlands on site, which is not reflected in the EIS.</p> <p>Section 4.2.3. Flora (page 14) The EIS identified Weak St. John's-wort as a regionally rare plant as assigned by Oldham (1993), but then goes on to state that because of the number of species found during the field visits, this species is considered not rare for Elgin. Based on the information found through field work this is one of the few population records found in Elgin County and it should still be considered rare. Please note that it is inappropriate to suggest the species is not rare for Elgin County based on the observations from only one site. The re-ranking suggested will not be considered by MNR during our review.</p> <p>Section 4.2.4 Fauna (page 14-15) The EIS identified Red-Headed Woodpecker and Chimney Swift during field visits but considered them both as migrants or visitors. Supplementary information was provided in Appendix H (page 8), however the MNR recommends additional rationale is still needed. Justification is needed on why Red-Headed Woodpecker and Chimney Swift were considered migrants or visitors and not breeding species given the habitat potential within the subject lands and the timing of the observations (Red-Headed Woodpecker was seen during the May 22 field visit and Chimney Swift was seen during the June 17 field visit).</p>	EIS Comments need to be addressed by the proponent		<p>The ELC sheets will be updated and be included in updated EIS once the preferred location of infrastructure is decided.</p> <p>Updated species list indicates the community is dominated by non-wetland plants. This community is not a meadow marsh. The EA contemplates improvement to a meadow marsh</p> <p>This is not a rare plant in our experience. However, it will be treated as such in the detailed design phase and any plants can be moved if impacted by proposal.</p> <p>These species were not observed on Lot 6 but further west as part of the broader natural heritage study for all of lots 4, 5 and 6. Updated studies to be included in EIS update did not find there species on Lot 6 as in prior studies.</p>

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18.	October 12, 2011	MNR (cont)	<p>Section 5.1 Provincial Policy Significant Habitat of Endangered Species and Threatened Species (page 18)</p> <p>Butternut Butternut Health Assessments (BHA) were conducted in July and September 2010. The text of the EIS (page 13) is inconsistent with the mapping of Butternuts provided in Figure 8 (Location of Sensitive Vegetation). For example, the September 28, 2010 BHA reports states that trees 3, 4, 5, 6, 7 are not retainable yet the mapping shows that tree 4 is retainable. Please clarify whether any of the seven Butternut individuals were assessed to be retainable. If any Butternuts were assessed to be retainable was consideration given to a setback/buffer distances around individuals?</p> <p>Chimney Swift Chimney Swift is a threatened species that receives both species and habitat protection under the <i>Endangered Species Act, 2007</i> (ESA 2007) and habitat protection through the Provincial Policy Statement, 2005 (PPS) under significant habitat of endangered species and threatened species. The EIS states this species was observed within the project area and may utilize a farmhouse along Grey Line for nesting habitat. The subject lands should be assessed for Chimney Swift habitat, including foraging and roosting habitat.</p> <p>Bobolink Bobolink is a threatened species that receives both species and habitat protection under the ESA 2007 as well as habitat protection through the PPS under significant habitat of endangered species and threatened species. The entire area proposed for development is mapped according to the Breeding Bird Atlas as having a high abundance of Bobolink present. MNR recommends further discussion is required in the EIS to identify and assess the types of vegetation and agricultural crops within the subject lands. This information should be used to determine whether suitable Bobolink habitat is present on site. If habitat is assessed as present on site then species-specific Bobolink surveys are recommended. If surveys are undertaken to confirm whether this species is using the habitat within the project area, methodologies will need to comply with the MNR's approved Bobolink survey protocol. The MNR Aylmer District office should be contacted to discuss survey methodology and timing.</p> <p>Eastern Foxsnake Eastern Foxsnake is an endangered species that receives both species and habitat protection under the ESA 2007 as well as habitat protection under significant habitat of endangered species and threatened species through the PPS. There is a known occurrence of an Eastern Foxsnake within the residential area east of Haven's Lake Road. The EIS has limited discussion of snake species surveyed within the study area and only discusses the presence of Eastern Garter Snake individuals, although Appendix H: Port Glasgow Faunal Report states that "<i>there are plenty of places where snakes might hibernate in the study area</i>". A habitat assessment for Eastern Foxsnake within the proposed project area is required in order to delineate protected habitat for this species. Based on MNR's preliminary review, it appears there is suitable habitat associated with the shoreline, swales, and vegetated areas, especially the features located east of Haven's Lake Road.</p> <p>Milksnake Milksnake is a species of special concern under the ESA 2007. There is potential for this species to be present within the subject lands as there is a known occurrence to the east. Although this species does not receive legal protection under the ESA 2007, it should be considered for significant wildlife habitat (SWH) under the PPS.</p>	EIS Comments need to be addressed by the proponent		<p>All butternut have been assessed. Updated EIS will provide this information and evaluations which were completed later in the year confirmed findings.</p> <p>These were not found to be not present anywhere as breeders in 2013. Further information will be provided in updated EIS.</p> <p>There is no grassland habitat for this species in Lot 6</p> <p>No Foxsnake species have been found in the detailed studies. The Area will be treated as foraging habitat in permit application to the MNR</p> <p>Milksnake species are present and habitat protection measures are addressed in the Secondary plan (corridors) and site specific details will be provided for hibernaculum and basking for this species in the updated EIS.</p> <p>Updated amphibian studies found no Fowlers toad.</p> <p>EIS will discuss Snapping Turtle once final servicing options are selected.</p>

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19.	October 12, 2011	MNR (cont)	<p>Significant Woodland (page 19) Section 5.1: Provincial Policy states that further consideration is required for significant woodlands and Section 5.2: Municipal Policy states that the woodlands on either side of Haven's Lake Road are considered locally significant. Please provide additional details on how it was determined woodlands are locally significant. The previous Port Glasgow Natural Heritage Study (2009) states that woodlands on lots 4 and 5 were considered to be significant, but the study does not discuss the significance of the woodlands on lot 6 (page 11). Additional information is needed to explain and justify how the features were determined to be non-significant including what criteria were used to determine significance and how they were applied to the subject lands.</p> <p>Significant Valleylands (page 19) The EIS states many times that certain features require further consideration, however this further consideration is not explained within the EIS; only the conclusions made are shown. For example, Section 5.1: Provincial Policy states that further consideration is required for significant valleylands yet Section 5.2: Municipal Policy states the valleylands of Sixteen Mile Creek are considered locally significant. Please explain how they were determined to be locally significant. Section 7.1: Identification of Existing Impacts specifies the south portion of the valleylands was not considered significant in a prior analysis. However, the Port Glasgow Natural Heritage Study (2009) (page 11) states "the valleylands associated with Sixteen Mile Creek were evaluated against the filters in the Natural Heritage Reference Manual, met three criterion and were determined to be significant". Please show how the significance of the valleylands on the subject lands was determined.</p> <p>Significant Wildlife Habitat (page 19) The EIS (pages 15 and 19) discusses SWH in relation to species information gathered through field work.</p> <p>When identifying and assessing for candidate SWH the EIS needs to provide detailed information based on <u>habitat</u> features. The EIS needs to provide details to justify why it is candidate SWH or why it is not candidate SWH when compared to criteria within Appendix Q of the Significant Wildlife Habitat Technical Guide, 2000 (SWHTG). Proponents/consultants should not rely solely on the draft Ecoregion Criteria Schedules (2009) for determining SWH. The Natural Heritage Reference Manual, 2010 (NHRM) in Section 9.0 under the subtitle Ecoregion Criteria Schedules (page 84) states, "while the draft addendum (i.e. ecoregion criteria schedules) provide additional information for Ecoregions 5E, 6E and 7E, the Significant Wildlife Habitat Technical Guide is still the authoritative source for the identification and evaluation of significant wildlife habitat...". The draft criteria schedules should be used as additional information in conjunction with Appendix Q.</p>	Comments need to be addressed by the proponent		<p>The woodlands on either side of Havens Lake Road are not large enough or are sufficiently disturbed such that they will not meet the provincial filters for significant woodland.</p> <p>Sixteen Mile Creek is considered significant valleyland. That does not preclude development provided the critical features and functions are preserved and/or enhanced. The EA will address the servicing and mitigation measures required if the valleyland is the preferred location.</p> <p>The SWH final schedules (MNR 2012) will be assessed in the updated EIS</p> <p>The draft SWH (2009) version was not used as in other sites, we were instructed not to rely on them.</p>

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20.	October 12, 2011	MNR (cont)	<p>Significant Wildlife Habitat (page 19) Continued</p> <p>Figure 9-1 (page 85) of the NHRM illustrates the process for identifying and confirming SWH. The flowchart in Figure 9-1 explains that if the subject land involves a trigger for SWH; the next step is to proceed to completing an ELC for the site. From there, feature-specific habitat information needs to be identified and discussed to determine whether a candidate SWH exists on site. If candidate SWH is present based on feature-specific criteria and the proponent/consultant decides to evaluate it for significance that is when species-specific surveys and species presence, abundance and diversity should be considered and surveyed for. These steps are described in more detail on pages 86-88 of the NHRM. It appears as though this process has not been followed in this EIS.</p> <p>For example the EIS states that “6 species were considered area sensitive at the time of the study... however updates to the Significant Wildlife Habitat Guide (2009) now consider only one of these six as area sensitive”. MNR assumes that the Significant Wildlife Habitat Guide (2009) is referring to the draft criteria schedules (2009) and not the SWHTG.</p> <p>The SWHTG is the approved technical guide that should be referenced when identifying candidate SWH. The EIS needs to describe the <u>habitat</u> features on site, and not initially base SWH on species presence or absence. Although there was more species information provided in Appendix H of the EIS (page 23) the information does not describe the <u>habitat</u> features on site in relation to Appendix Q of the SWHTG and additional information is thus needed on the habitat features.</p> <p>A comprehensive review of Appendix H has not been provided because it is unclear how the information provided is related to the SWHTG and its evaluation criteria in Appendix Q.</p> <p>The MNR recommends candidate SWH be mapped</p>	Comments need to be addressed by the proponent		As noted SWH (MNR, 2012) will be included in updated EIS.

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21.	October 12, 2011	MNR (cont)	<p>Section 7.0 Development Impacts and Mitigation (page 24) Under Section 5.2: Municipal Policy (page 21) the EIS states woodlands and valleylands on the subject lands are considered locally significant. Section 7.0: Development Impacts and Mitigation then states that significant woodlands and significant valleyland could potentially be impacted by this development. Please clarify which significant woodlands and significant valleylands are being impacted by the proposed development.</p> <p>Section 7.3.1. Indirect Impacts: Storm Water and Waste Water Management (page 29) Recommendation 1: states “habitat within the creek for fish, larval Painted Skimmer and Swamp Darner will be protected and no further study is required.” Please clarify how the habitat for fish, larval Painted Skimmer and Swamp Darner will be protected. When discussing habitat for Painted Skimmer and Swamp Darner is this EIS discussing SWH?</p>	Comments need to be addressed by the proponent		To be discussed in EA final document once preferred option is selected.

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22.	October 12, 2011	MNR (cont)	<p>Section 7.3.2. Indirect Impacts: Groundwater (page 29) The EIS provides insufficient information on groundwater and therefore the MNR is unable to determine whether changes in groundwater will impact natural heritage features. The EIS recommends that prior to detailed design, a hydrogeological investigation be undertaken to determine location and movement of subsurface water that may be impacted by the proposed development with a particular focus on the Storm water management location in the valley floor (page 30). MNR suggests this approach is inappropriate, as the EIS is the tool that should be used to assess potential impacts of the proposed development. The EIS needs to assess impacts of all elements of the proposed development, it should not defer assessments and detail to a later point in the planning process. The EIS should be used as a mechanism to demonstrate no negative impacts as per the PPS.</p> <p>Section 7.3.3. Significant Woodlands (page 30) As requested above, the MNR recommends additional information is needed to explain and justify how the woodlands were determined to be non-significant; including what criteria were used to determine significance and how they were applied to the subject lands.</p> <p>The PPS states that development and site alteration shall not be permitted in or adjacent to significant woodlands unless it has been demonstrated that there will be no negative impacts on the natural features or its ecological functions. The definition of development in the PPS includes the creation of a new lot; the current application proposes lot development within the woodlands. It is unclear how the woodland feature and function will be protected. Also it is unclear how the woodland will be protected from further encroachment (e.g. pools) once it is included in a free hold residential lot. As stated in the August 2009 letter from the Ministry of Municipal Affairs the MNR suggests the proponent pursue alternatives layouts. More specifically where lot creation occurs outside of the limits of woodlands features and/or there be additional information provided to demonstrate how the proposed development will be consistent with the PPS policies in section 2.1.</p> <p>Section 3.3.10 Woodlots of the West Elgin Official Plan (2008) states the retention of woodlots or portions of woodlots that are not considered significant is also encouraged. Wherever possible and practical, additional trees shall be planted to replace trees removed as a result of development. How is this policy being considered in the EIS?</p> <p>The EIS recommends the development of a tree preservation plan during detail design in the event that selected trees have to be removed for grading. What design elements are currently unknown that would influence the proposed development? The impacts of the proposed development should be known and well understood at this point in the process. The MNR assumes the tree preservation plan is being used as a mitigation measure and therefore recommends that the tree preservation plan is completed prior to detail design. This is to ensure that sufficient replanting, appropriate tree preservation techniques, etc are being undertaken to mitigate and alleviate any impacts.</p> <p>Recommendation 3: suggests tree protection fencing at the dripline is sufficient to protect the woodland trees. Please clarify how far out the dripline will be from the edge of the woodland and how it was determined this distance will protect the root zone? Again, the MNR recommends the lots be created outside of the feature.</p>	Comments need to be addressed by the proponent		<p>Groundwater studies were recommended in the original EIS. These have been completed and will be incorporated into the updated EIS.</p> <p>The Port Glasgow Secondary plan preserves woodland features.</p> <p>The Condominium Agreement and Declaration will address protection and management and a draft of the clauses will be included with EIS update</p> <p>Matching grade at the tree dripline will protect adjacent trees. Detailed grading plans come after approval of the draft plan and a further review would occur at that time.</p>

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23.	October 12, 2011	MNR (cont)	<p>Section 7.4. Construction Phase (page 31) The EIS references a Figure 13, however there was no Figure 13 included. Please provide this additional map and clarify what sediment and erosion measures will be used.</p> <p>Please note nests and eggs are protected from disturbance and destruction under the Fish and Wildlife Conservation Act, 1997; this should be considered prior to construction.</p> <p>Section 8.0 Summary and Conclusion (page 34) Section 7.0: Development Impacts and Mitigation (page 24) states the following features could potentially be impacted by the proposed development: Significant Woodlands, Significant Valleylands, Significant Wildlife Habitat, Fish Habitat etc, however in Section 8.0 Summary and Conclusion (page 34) states natural heritage features in the area include: Sixteen Mile Creek and valleylands, Lake Erie Shoreline, woodlands and fish habitat. Significant Wildlife Habitat was not included and none of the features are now considered significant. There are many inconsistencies in the EIS that make it difficult to follow and comment on, the MNR recommends these inconsistencies are reconciled.</p> <p>Section 7.5 Opportunities (page 33) Recommendation 2: the MNR recommends the brochure indicate the importance of all natural heritage features in the area and not just woodlands.</p> <p>Recommendation 3: if a trail system is proposed those impacts should be considered in this EIS.</p> <p>General comments: In summary, the MNR found the EIS to be unclear and inconsistent. An EIS should clearly identify whether any natural heritage features exists on the subject lands or adjacent lands. Identified features should then be evaluated for significance. An EIS should explain and justify how the significance of features was determined; including what criteria were used and how they were applied to the subject lands. It should then explain if there will be impacts from the proposed development. The EIS needs to demonstrate how the policies in PPS were considered and how the proposal is consistent with the PPS.</p> <p>There are multiple references to natural heritage features (SWH, woodlands etc.) found throughout several sections of the report. These elements should be brought together to improve the readability of the EIS. We recommend the same formatting approach the consultant used for the Injasuti (Beaver Creek) report be applied. The report will then follow a logical format and will be easier to review, comprehend and provide comments on.</p> <p>The EIS should include Curriculum Vitae for anyone who is providing information in the report. This will support their qualifications for undertaking the work.</p>	Comments need to be addressed by the proponent		The updated EIS will clarify much once the EA advises of the preferred alternative selection.

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24.	October 12, 2011	MNR (cont)	<u>Planning Report</u> Planning Report for “Seaside” (dated April 2011 prepared by Kirkness Consulting Inc), (1) MNR is seeking feedback from Infrastructure Ontario regarding the covenant on the subject lands and at such time that they receive a response, staff may provide additional comments. (2) Figure two shows areas for future residential development please clarify when this development is going to be proposed and why was this area not included in the EIS? It also shows a village centre commercial area that is to be zoned separately. Why is this parcel not being considered a part of the Seaside application?	(1) Information (2) Comments need to be addressed by the proponent		(1) Seaside is considering an offer from the Municipality to purchase the subject MNR covenant lands. (2) Seaside has replaced the `future residential development with a definite low density residential development proposal not exceeding 25 dwelling units. Also, the excluded parcel for commercial development is now part of the overall Draft Plan development.
25.	October 17, 2011.	Ministry of Municipal Affairs and Housing (“MMAH”)	The adequacy of utilities and municipal services is one of the matters to be considered by the approval authority in the review of a draft plan of subdivision (ss 51 (24) (j) of the Planning Act). Section 5.2, page 16 of the Planning Report dated April 2011 states that: “The Municipality of West Elgin is not prepared to build and maintain a Waste Water Treatment Plant (WWTP) at Port Glasgow to serve the Seaside development and has directed Seaside to proceed with private communal servicing exclusive to the project needs.” MMAH is not aware of a Council resolution(s) stating that the Municipality is not prepared to maintain a Waste Water Treatment Plant or that directs Seaside to proceed with a private communal servicing system.	Proponent and West Elgin to provide further information.		Council concluded with their own EA in 2009-10 that private communal servicing was the preferred method. The current EA is considering all servicing options and is recommending private communal servicing for the Seaside development.

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26.	October 17, 2011.	MMAH	Related to the above comment, it is requested that the Municipality advise if it is prepared to assume ownership and operation of the Waste Water Treatment system after it is constructed by the proponent. As per MOE comments above, if there is condominium ownership, with the communal system owned by the condominium corporation, the municipality must enter into a responsibility agreement in case of default. It is requested that the Municipality advise: if it is not prepared to assume ownership and operation, is it prepared to enter into a responsibility agreement with the proponent? It is recommended that the Municipality seek legal advice on these matters.	Further information needed from the Municipality of West Elgin		Not complete and further information will be provided after the conclusion of the EA process
27.	October 17, 2011.	MMAH	In describing the common elements condominium tenure, Section 5.2, page 16 of the Planning Report dated April 2011 states that: "a subdivision plan is first required to establish Development Blocks and Freehold Lots that will be individually and legally tied to the CE (<i>common element</i>) Condominium. All interconnecting private streets, walkways, facilities, communal servicing blocks/corridors and open space areas defined as "common elements" are separately defined blocks under the CE Condominium Plan." It is recommended that the Municipality seek legal advice regarding the tied parcels of land approach to land ownership and the associated ownership, operation and maintenance of the common services. The MMAH reserves the opportunity to comment on the tied parcels of land approach in the future.	Further information needed from the Municipality of West Elgin		Not complete. See Planning Report Addendum for further information provided by Seaside.

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28.	October 17, 2011.	MMAH	<p>Section 10 of the Planning Report, “Land Use Planning Policy Review and Analysis” pages 36-43. The report includes a review of the former Township of Aldborough Official Plan policies, the new Municipality of West Elgin Official Plan policies, and the Provincial Policy Statement and gives planning opinions as to how the Seaside Proposal meets the policies of these documents.</p> <p>Due to the appeals of the new Official Plan, the policies and designations for the Seaside and Lighthouse lands are under appeal. It is uncertain what policies and designations will ultimately apply to these lands. Therefore it is difficult to determine conformity with the new Official Plan. The Ministry is of the opinion that the Seaside proposal does not conform to the policies of the “Lakeshore Recreation” designation of the Aldborough Official Plan or to the policies of the “Lakeshore Area” designation of the West Elgin Official Plan, as adopted by Council. Further, until the provincial interests have been addressed, (for example, the protection of natural heritage, directing development away from the natural hazards, and protecting the quality and quantity of water) consistency with the Provincial Policy Statement cannot be determined. As a result, the Ministry does not agree with the planning analysis in Section 10 of the Planning Report.</p>	Information item.		These issues have been addressed through the preparation and approval of the Port Glasgow Secondary Plan.
29.	October 17, 2011.	MMAH	Please provide information regarding the ownership and maintenance of Havens Lake Road, currently, and as proposed through the condominium and subdivision proposal.	Proponent and possibly West Elgin provide further information.		Seaside is considering an offer from Municipality to purchase the `surplus lands` and be able to include them in the Draft Plan of Subdivision.

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30.	October 17, 2011.	MMAH (cont)	Draft Plan dated April 5, 2011 Kenneth Kitchen, OLS. The number of units for “multiple attached” i.e. 83 row housing in Table 3.8 of the application form does not correspond with the 85 units of row housing and in the chart in the margin of the draft plan. The Blocks 94, 95 and 96 are shown as “Future Development” on the Draft Plan and it shows 3 units in the margin of the draft plan. This does not correspond with Table 3.8 of the application form, which indicates “O” units. In addition, the intended use of the Blocks 94, 95 and 96 are not shown on the draft plan or in the application form. The unit count for Block 91 is not shown on the draft plan or the application form.	Proponent to provide further information and amend the application form and draft plan accordingly.		Please refer to the Planning Report Addendum for the updated yields on units and population.

Appendix 2 – F.R. Berry and Associates, Traffic Study Update, March 2012

F.R. Berry & Associates

TRANSPORTATION PLANNING CONSULTANTS

660 Inverness Avenue

London, Ontario N6H 5R4

Tel: (519) 474 2527 Fax: (519) 474 1728

March 13, 2012

Our Ref. **0851**

Mr. H. Culligan
Seaside Waterfront Inc.
62 Ontario Road
PO Box 952
Mitchell ON
N0K 1N0

Dear Mr. Culligan:

**RE: PROPOSED SEASIDE DEVELOPMENT
PORT GLASGOW**

At your request, I have prepared a preliminary assessment of the traffic impact of your proposed residential/commercial development in Port Glasgow and, in particular, the impact the development may have on the operation of the Port Glasgow Yacht Club.

In October, 2009, I prepared a report on the traffic impact of the proposed single family and medium density residential component of your development immediately south of Grey Line. The assessment was based on a traffic count which we made at the intersection of Furnival Road and Grey Line on Sunday, August 2, 2009. That particular day was selected because of scheduled activities at the Yacht Club and the expectation that traffic volumes would be at or near their highest levels of the year. The recorded peak hour volume on Grey Line west of Furnival Road was 220 vehicles while the average volume over a five hour period was 170 vehicles. It was assumed that virtually all of this traffic would use Havens Lake Road.

Based on the plan provided by Ron Koudys Landscape Architect, I estimated that the residential development would generate about 175 vehicle trips in the peak hour. This estimate was based on weekday rates attributable to typical urban subdivisions. Here, the likelihood is that the actual trip generation would be much lower since many of the future residents would be retirees or "empty-nesters". Some of these vehicle trips would have direct access to Furnival Road, the remainder to Havens Lake Road. At full development, I estimated that the future peak hour traffic volume on Havens Lake Road immediately south of Grey Line would be about 340 vehicles, including Yacht Club traffic



Since the assumptions made with respect to Yacht Club traffic and to the trip generation rates for the development were both considered "worst case" scenarios, it is a reasonable assumption that future peak hour traffic on Havens Lake Road would be much less than the projected volumes. I would estimate no more than 250 vehicles on a typical summer day.

Your proposed residential/commercial development at the south end of Havens Lake Road would contain 50 000sf of retail commercial space and 96 townhouse residences, according to the most recent plan I have. Based on urban trip generation rates, the residential component would generate about 50 vehicle trips in the peak hour while the commercial component would generate about 188 vehicle trips in the peak hour.

It is important to consider the market area of the proposed commercial development. Other than vehicle trips from the trailer parks east of Furnival Road and employee trips from communities such as West Lorne, traffic generated by the commercial space would be entirely within the development area, including the Yacht Club. Most of that would be walk-in traffic rather than vehicular. I estimate that the net vehicular trip generation for this portion of the development would be no more than 50 vehicles.

Adding this to the estimated peak hour volume of 250 vehicle trips generated by the residential development and the Yacht Club gives a projected peak hour vehicle demand on Havens Lake Road of about 300 vehicles. It should be noted that this level of activity would only be achieved on a relatively small number of days in the summer season.

A two lane collector street has a carrying capacity of 500 to 700 vehicles in the peak hour. This allows for such impacts as curb parking, frequent driveways and pedestrian and bicycle activities. There would be no justification to having more than two through traffic lanes (plus parking lanes if required) on Havens Lake Road.

I understand that there has been a suggestion that Havens Lake Road be widened to provide for an exclusive lane for Yacht Club traffic. In light of the above assessment, there would be no justification for additional lanes. In addition, there is no practical way of enforcing the exclusive use of a traffic lane.



I have reviewed the letter dated September 26, 2011, submitted by the IBI Group on behalf of the Yacht Club. With respect to traffic issues, the letter contains a number of statements that can best be described as speculative. The letter, for example, suggests that the proposed development may not "enhance" the marina use but may in fact detract from it. The reasons cited are carrying capacity on Havens Lake Road and parking. As discussed above, the carrying capacity of Havens Lake Road is more than adequate. Parking issues at the marina are more a function of the organization of the available space rather than capacity. With 35 acres available, 32 of which are municipally owned, there is adequate room for parking. A single parking space requires, at most, 350 square feet including provision for parking aisles. One acre of land can therefore accommodate 124 vehicles. With allowances for boat trailer parking, 250 cars and 250 trailers could be accommodated on four acres of land. There would be absolutely no need for any marina traffic to park on Havens Lake Road.

The plan for the proposed residential/commercial development provides for over 300 off-street spaces whereas 283 are required by the zoning by-law. In addition, short-term curb parking would be permitted on Havens Lake Road within the commercial area.

Other comments in the IBI letter include concerns about zero lot line construction and its relation to traffic safety. The letter appears to confuse right-of-way width with pavement width. I understand that a street right-of-way of 25 metres is proposed for Havens Lake Road. That would provide for two through traffic lanes, two curb parking lanes and space for a landscaped median and sidewalks. Sight distance for drivers entering Havens Lake Road from a driveway would not be an issue.

There is a suggestion that the alignment of Havens Lake Road be altered to provide a "zig-zag" alignment because of the existing so-called "steep" grade. The existing grade meets acceptable geometric design standards. "Zig-zag" alignments are typically found in mountainous terrain where the alternative would be grades in excess of 20 percent for a significant distance. Having lived for a while in San Francisco, I can attest to the fact that steep grades are not a problem provided reasonable driver behaviour is employed.



In summary, it is my opinion that traffic and parking issues are addressed appropriately in your proposed plan of development. There would be adequate traffic capacity on Havens Lake Road and an adequate amount of off-street parking to meet the needs of your development as well as those of the Yacht Club.

Very truly yours
F. R. Berry & Associates



Frank R. Berry, P.Eng.
Principal



Appendix 3 – Minute summary of the statutory public meeting for the Draft Plan applications held by West Elgin June 25, 2014

MINUTES
OF THE CORPORATION OF THE
MUNICIPALITY OF WEST ELGIN
PUBLIC MEETING
RODNEY LEGION
JUNE 25, 2014

MEMBERS PRESENT: Mayor Bernie Wiehle, Deputy Mayor Mary Bodnar
Councillors: Norm Miller, Dug Aldred, Richard Leatham

STAFF PRESENT: Scott Gawley Administrator-Treasurer
Norma Bryant Clerk
Doug Mitton Chief Building Official
Heather James Planner

ALSO IN ATTENDANCE: Gary Blazak Planning Consultant

**SUBJECT: INTEGRATED MUNICIPAL CLASS EA / DRAFT PLAN REVIEW
SEASIDE WATERFRONTS INC.**

ON BEHALF OF SEASIDE:

Laverne Kirkness, Richard Pellerin, Bob Walters, Howard Culligan, Ron Koudys

RATEPAYERS:

Ruth Boos, John Eagleson, Pam Piccinato, Pam and Dave Page, Remi Begin, Irene Puddester, Andrea Fordham, Norah Bennotto, Ed and Mary Mylrea, Randy Reiss, Bob Davenport, Audrey Miller, Kathy Crawford, Dave Chamberlain, Barb and Al Willie, Ruth and Al Denomme, Nancy Gillespie, Joe Kopriva

The Mayor opened the meeting at 7:00 p.m. He noted that the purpose of this meeting is to review the preliminary identification of recommended solutions for servicing of the Seaside development. The draft plan of subdivision will also be presented. Presentations will be made by Seaside's Planner and Consulting Engineer.

The Clerk reported that notice of this meeting has been given under Section 34(12) of the Planning Act by prepaid 1st class mail to all assessed owners within 150 metres of the subject property as well as provincial agencies and ministries as prescribed by regulation. In accordance with the Environmental Assessment Act notice was also provided in the Chronicle on May 29, 2014 and June 5, 2014 and posted on the municipal website. No written comments have been received.

Mr. Blazak noted that two planning process are being integrated – servicing and components of the draft plan of subdivision. The draft plan has been updated since the last presentation. The best way to provide services has been determined to be by private communal services as prescribed by the secondary plan. Through the environmental assessment process, stormwater management and sewage disposal will be reviewed to determine how treated, best locations and then will be incorporated into the draft plan of subdivision.

Mr. Kirkness presented a PowerPoint presentation on the draft plan of subdivision.

He reviewed the current changes in the draft plan:

- Protected natural corridor
- Servicing corridor
- Surplus lands along Havens Lake Road included
- Vehicular access to Douglas Line
- Commercial block included

He noted that the roads, etc will become parcels of tied lands to a common elements condominium. The proposal will yield 394 residential units with 822 population; 4936 square metres of commercial; overall density of 29 units per hectare and 45% of land is open space.

Mr. Pellerin gave a PowerPoint presentation on the environmental assessment process for servicing of the development. He reviewed the six locations for stormwater management. Alternatives 5 and 6 are smaller in size as flood control is not required. Alternative 5 is on municipal lands where there is presently a constructed wetland; this alternative would improve this wetland and increase habitat. Alternative 6 is on Seaside land beside Sixteen Mile Creek. A seventh alternative was also examined which would combine with a facility on the east side which drains into the marina basin.

Mr. Pellerin also reviewed the alternatives for wastewater. Alternative one to three are challenged by existing soil; alternative four is a centralized waste water treatment plant with surface water discharge. Alternative five is pumping to Rodney wastewater treatment plant. Alternative four is preferred.

The Mayor then opened the floor to questions:

Andrea Fordham enquired about pumping sewage to the Rodney plant. Mr. Pellerin responded that the plant would have to be expanded plus the cost of pumping.

Al Willie asked if there would be a requirement to hook into the sewage system. Mr. Pellerin replies that the secondary plan directed that there would no be a requirement.

Barb Willie enquired about the service road to Douglas Line. Mr. Pellerin noted that this is a driveway for 25 residential units. Mr. Kirkness noted that before the driveway was running behind the house on the north end of this parcel which wasn't considered desirable. It would be a 20 foot lane which landscaping on the sides.

Mr. Willies asked if the service corridor and walkway on the north side of this block would be open for cars. Mr. Kirkness replied no.

The Mayor asked how a private road would be described. Mr. Kirkness replied is a private driveway only for access for this development area.

Ruth Boos asked how much money will the condominium needs to maintain the roads. Mr. Kirkness not this amount would be set out in the condominium agreement, don't know at this point.

Bob Davenport asked what the time frame for development is. Mr. Kirkness noted that this plan provides an opportunity for commercial along Havens Lake Road rather than just the commercial block. The Class EA process is huge.

Councillor Leatham asked in the Ministry of Environment would specify the location of the wastewater plant? Mr. Pellerin responded that the evaluation process determines the best location.

The Mayor thanked everyone for attending and noted that written comments can be submitted by July 11th.

RES. NO. 1 Moved by Miller
Seconded by Leatham
RESOLVED that this Public Meeting held under the Planning Act
and Environmental Assessment Act for lands located on Lot 6,
Concession 14 (Seaside) is hereby adjourned.
DISPOSITION: Carried

These minutes were adopted on this 17th day of July, 2014.

MAYOR

CLERK